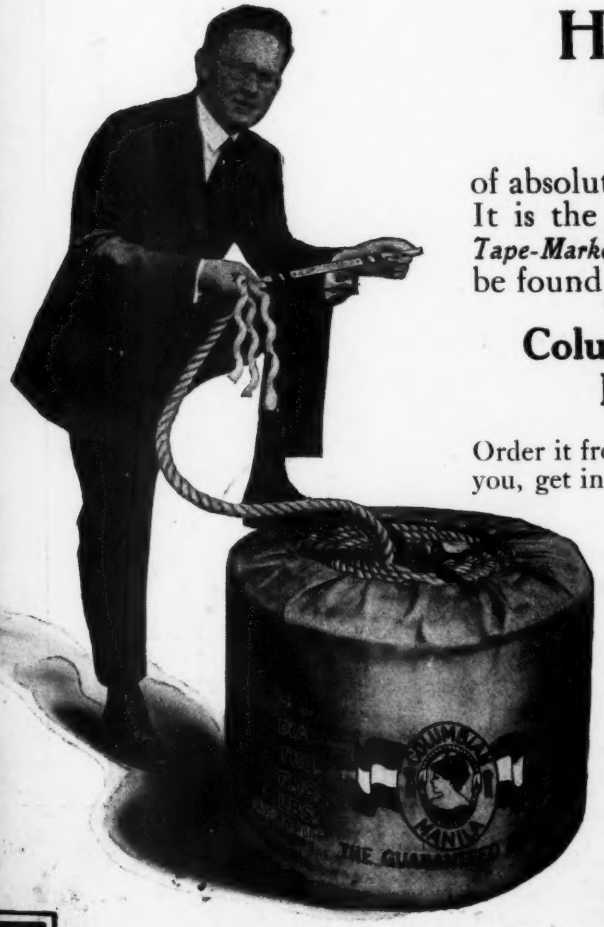
TO NEW YORK
PUBLIC LIBRARY

Registered U. S. Patent Office

Vol. II. NOVEMBER, 1921 No. 4

COLUMBIAN *Tape-Marked*



Here's a Real Guarantee

of absolute satisfaction to your customers. It is the Columbian red, white and blue *Tape-Marker*—a tangible guarantee that can be found in every foot of

Columbian *Tape-Marked* Pure Manila Rope

Order it from your jobber. If he cannot supply you, get in touch with us.

BY INVITATION MEMBER OF

Columbian Rope Company

Auburn, *"The Cordage City,"* **N. Y.**

Branches:— **New York** **Chicago** **Boston** **Baltimore** **Houston**

Pure Manila ROPE

LOBSTERMEN
We Will Buy Your Lobsters.
SHIP TO US
and be certain of the absolute protection of your interests.



Smack "Fannie Powell" in her winter rig.

PARNELL LOBSTER COMPANY

Largest Receivers of Nova Scotia and Maine Lobsters

A SQUARE DEAL TO ALL

PROTECTION



Offices and Receiving Stations:

ROCKLAND, MAINE
CHELSEA, MASS.
CLARK'S HARBOR, NOVA SCOTIA
DEEP COVE, NOVA SCOTIA

SECURITY



Not A "Trade Paper"

The ATLANTIC FISHERMAN is a paper for fishermen—producers—the men who actually fish for a living. It does not purpose to cover the fish trades; nor does it wish to be looked upon as a "trade paper". Rather do we like to think of it as a home paper for fishermen.

Our first care is that its pages be readable, for we believe that matters of human interest and practical vocational help are more to be desired by our readers than stereotyped "trade notes" and dry-as-dust statistical matter.

We want it to be regarded as a steady and reliable source of information, profit and entertainment by that vast army of 150,000 workfolk which constitutes our field.

Atlantic Fisherman

A "FARM" JOURNAL FOR THE HARVESTERS OF THE SEA

NOVEMBER, 1921 VOL. II. NO. 4

David O. Campbell.....Pres. and Treas.
Frank Arnold.....Manager
E. Blaine Reichert....Advertising Manager
Arthur W. Brayley.....Editor

Published Monthly by
ATLANTIC FISHERMAN, INC.
100 Boylston Street
Boston Massachusetts

A Dollar a Year **Ten Cents a Copy**

Entered as Second Class Matter August 25, 1921, at the Post Office at Boston, Mass., Under the Act of March 3, 1879.

Fair Play

We believe that all the advertisements in this paper are trustworthy. As proof of our faith, we offer to make good to actual subscribers any loss sustained by trusting advertisers who prove to be deliberate swindlers.

However, we are not responsible for claims against individuals or firms adjudicated bankrupt, or where estates are in receiver's hands, or against whom bankruptcy or receivership proceedings are pending.

Nor shall we attempt to adjust trifling disputes between subscribers and honorable business men. This offer holds good for one month after the transaction causing the complaint.

To take advantage of this guarantee subscribers must always state in writing to or talking with any of our advertisers: "I saw your advertisement in ATLANTIC FISHERMAN".

IT WAS TIME TO MOVE

WHEN it got so crowded that we had to park our visitors on chair arms and desk corners—when the office began to assume the character of a convention hall at "open meeting" time—when we were compelled to close down our ancient editorial roll-top and beat it home to get some work done—well, we decided it was about time to move.

Those of our folks who are so good as to make us a neighborly visit once in a while will now find us on the third floor of the same building. In our new quarters we hope to be able to make you a little more comfortable—at least, we'll have a chair for you.

And let us say right here, that we want more of you folks to get the habit of dropping in on us when you're around this way. We want you to feel free to use the FISHERMAN offices at any time—to meet your friends, to leave your parcels, to write a letter, to telephone, to rest. In a word, we want to make our offices your headquarters when in Boston.

GO TO IT, MR. NICKERSON

WITH this number we are beginning a new department under the heading "Live Issues for Fishermen" which, we believe, will prove the most vital feature of our paper.

When we say that we have succeeded in securing M. H. Nickerson to handle this new department, we believe we've said enough. If there is anyone better posted on international fishery matters, or is more intimately familiar with the everyday problems of the fishermen on both sides of the border line, we have yet to meet him.

Mr. Nickerson has long been known as "the fishermen's friend." Some call him "the fishermen's champion." Certain it is that he never fails to take a good wallop at anyone who abuses fishermen. Furthermore, he can wield a mighty mean pen, even if he has the soul of a poet. We've told Mr. Nickerson to "go to it."

If any of you folk see a slip of a woman driving a red, red car along your roads, stop her—and shake hands But perhaps it would be better in the first place to make sure that it's Mrs. Hulbert, representing the FISHERMAN.

TABLE OF CONTENTS

Publishers' Page	3
How Big Bluenose Beat Little Elsie	5
Story of Second Race	6
Gloucester to Build New Challenger	7
Mayflower Proves Soundness of Design	8
Who's Who Among the Skippers	9
Tracing the Mackerel Courses	10
Plenty of Money Floating Around	11
A New Type of Otter-Board	12
The Modus Vivendi—Part II	13
Live Issues for Fishermen	14-15
As We See It	16
Driftwood	17
Lobster Notes	19
Maine Sardines	20
Fish Ship News	19-30



CAUGHT ON FARM.

Salt water salmon, 23 pounds, caught in herring weir at farm of Senator Roscoe C. Emery, Eastport, Me. Mr. Emery's sister holds the fish.

SONG OF THE SEINER

By M. H. Nickerson

The moon is wading through a cloud,
The storm is tuning stay and shroud,
All canvas fore and aft we crowd
To make a dash for Canso.

Now lively! Sway up throat and peak
She fills away with straining creak
Of block and bit to mark a streak
Across the sea to Canso.

The skipper on the yellow chart
Lays off the course: We will not start
A tack or sheet if nothing part:—
She's heading up for Canso.

The seine-boat settles down astern:
Along our wake the furrows turn
To fountain spouts, and so we churn
A milk-white way to Canso.

A score of miles off Scataree,
A southwest gale rolls up the sea
In roaring breakers on our lee
Along the road to Canso.

The stinging spatters of the spray
A tattoo on our oilskins play.
She weathers all, she wins the day
And fetches into Canso.

In millpond calm our mudhook drops:
Pay out the hawser, pass the stops,
And waiting till this flurry chops
Around, we lie at Canso.

Whatever trip in life we take,
Some good snug harbor may we make
That sou' west snorters cannot rake,
Some holding ground like Canso!

KEEP POSTED

THE other day a man well posted in fishing matters said to us that he believed that but very few fishermen were availing themselves of the abundance of mighty valuable information gathered by the United States Bureau of Fisheries.

Don't forget that "to learn more is to earn more." Keep posted on what's going on. Write the United States Bureau of Fisheries, Washington, D. C., asking them for a list of their publications. Write your state department of fisheries, too. Make these long winter evenings, whether ashore or afloat, count for something.



"A Kermath Always Runs"

KERMATH

Boat Owners Greatly Appreciate Greatly Reduced Prices. New Prices - $135 to $1550

Last month we announced the fact that a new scale of prices would go into effect immediately.

We hit on quite a novel way of bringing this about. As a rule, during the winter months most marine motor manufacturers have to lay off men. We did not wish to do this. We wished to keep our men at work. So rather than in any way either completely or partially shut down the plant we decided on the above new and reduced prices, knowing that we would get sufficient business to keep the plant running.

Now is your time to get one of the most marvelous motors in the world—the Kermath—at these new prices. We cannot in any way guarantee how long these prices will continue, so you must act now to take advantage of the great reduction.

We will ship you any of the splendid Kermath motors you select immediately or else we will be glad to warehouse it for a reasonable period.

Since our announcement last month orders have come in from all parts of the world. Undoubtedly many more—probably you—are thinking about ordering a Kermath, and for some known or unknown reason continue to put it off. Take our advice and do not continue to do so any longer. Raw materials and cost of labor are at the low point now and as soon as they go up we might have to withdraw these prices. Remember, we reserve the right to withdraw these prices without public notice any time. If you are thinking of buying a new boat next spring or buying a new engine for your old boat, now is the time to make your investment.

It will save you money.

Write immediately our Dept. "A. F." for more information and full details regarding Kermath—the world's standard.

KERMATH M'f'g Co.
DETROIT 5880 COMMONWEALTH AVENUE **MICHIGAN.**

ATLANTIC FISHERMAN

The Only Publication Devoted Exclusively to the Fishing Interests of the Atlantic Seaboard

Vol. II. BOSTON, MASS., NOVEMBER, 1921. NO. 4

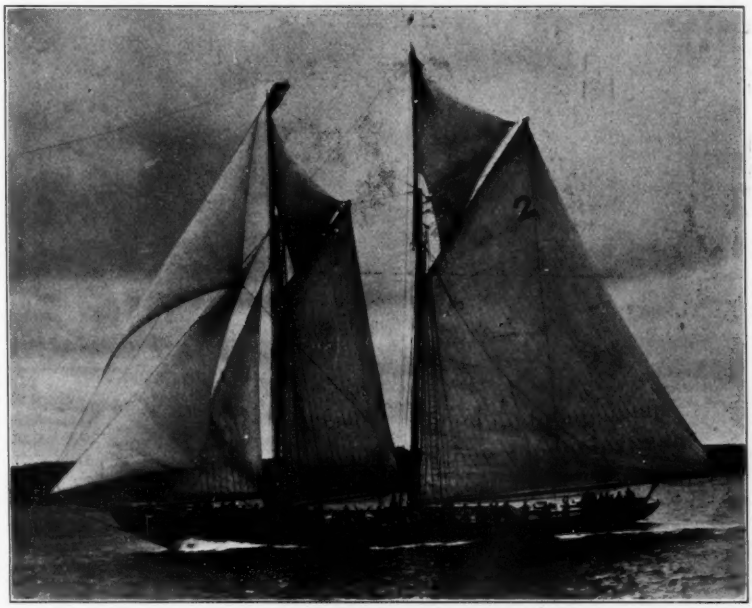
How Big Bluenose Beat Little Elsie

Marty Puts Up Gallant Fight to Hold Cup — Canadian Schooner Lives Up to Predictions

YES, SIR! Marty showed them a race, despite the fact that they gave him an eleven-year-old hooker to stack up against a smooth, spic and span, slippery-lined schooner fresh from the stocks.

He showed them a good race—a bang-up race—when you consider the difference in size, and more especially the respective sail areas of the two schooners. It was simply a case of a good big vessel beating a good little vessel.

However, our hats are off to the Bluenose. Victor in four successive races—two preliminary and two final—she demonstrated in a fitting manner that she is a couple of jumps ahead of the fisherman field in point of design, construction and all those qualities that make for a better vessel. In this way does she contribute in generous measure to the fishing industry—said to be the chief object of the races—for she constitutes an advanced model to be followed either in whole or in part for future vessels of her type and purpose.



SCHOONER BLUENOSE
By Right of Conquest, Queen of the Fishing Fleets

Every steam and sail craft pennant in sight was snapping in the cool nor'-wester when the Bluenose and the Elsie stood down for the starting line, to be off on the first of the races to determine the champion fisherman of the North Atlantice. While it did not blow the



Start of the First Race of the International Fishermen's Races, Showing Elsie in the Lead with Bluenose Astern.

The Elsie crossed with the crash of the gun, with the Bluenose six lengths behind. With everything drawing they made for the first buoy. Both vessels ran away from the steamers which followed them in that first hour's drive. Squalls from Chebucto shore rolled them both down to a beautiful slant as they drove at a sweet 12-knot clip.

Bluenose turned the outer automatic buoy—11 miles—five lengths in the lead. She turned the second buoy—22 miles—half a mile in the lead.



SOME OF THE BOYS WHO HANDLED THE ELSIE

It was rough water and rough work all the way. Both vessels had been taking plenty of white water over their windward bows on the run to Shut-in. Now both were taking the solid green water over their whole lee forequarters. Both were also lifting pretty high to it forward, but the big Bluenose was lifting higher and plunging deeper than the little Elsie. At times the big fellow showed his keel clear to the foremast. All this time there was plenty of wind for the all sail the Elsie was always carrying and to the all but staysail the Bluenose was carrying. The noticeable thing was that the Elsie was not rolling as low down to it as the big one. At no time did she bury her lee rail. She wet it, but not to bury it.

Snaps Topmast

The sea was livening up all the time, and the wind showed a decided increase. In fact, it proved a little too much for the Elsie with her balloon and staysail. Snap went her topmast—and along with it her chances for the race.

With two sails less than the big fellow they did not give up the race, but drove on. Elsie's crew now claims that even as it was they would have made a close go of it on that windward leg, if the big Bluenose hadn't caught a big slant of wind under the Dartmouth shore.

However, it was soon apparent that there was no catching the big one. The American was ten minutes to the bad with six miles to go at the last turning buoy. From there on the Bluenose pulled steadily away, going like a race horse to the finish, winning by more than two miles.

THE SECOND RACE

THE Canadians had learned their lesson well. A year ago, Delawana did pretty well against the Esperanto off the wind, but she couldn't go to windward to save her life, so our Nova Scotia cousins built the Bluenose long and deep of draught and she did go to windward to beat the band. Both races were won by Bluenose and lost by Elsie on the windward work, but even in defeat the showing of the 11-year-old Gloucesterman was nothing to be ashamed of. Captain Marty and his men put up a great fight against great odds.

At 8.43 the yellow letter of the International Code flown from the breakwater indicated that No. 1 course had been chosen for the race. This called for a reach of six miles due south, to the inner automatic buoy off Chebucto Head, a broad reach of eleven and a quarter miles south by west to the Sambro lightship, a nine and a half miles northeast by east to the southeast automatic buoy, and a dead beat to windward of six and a half miles northwest to the inner automaic buoy, with a possibility of further windward work to the finish line, six miles due north.

With two minutes to go, Bluenose was in the center of the harbor, about 300 yards from the line, and seemed to be out of the wind. The Elsie was well down off Ives Knoll, and Marty headed for the line. Coming on by the wind he bore up for the breakwater, and as the gun flashed he eased sheets and was off.

Seven minutes after the start the Gloucester craft caught a breeze out of the North West Arm and again opened the gap between her and the Bluenose. She continued to gain and a few minutes after when the Elsie was off York Redoubt she had a good ten lengths' lead on the Bluenose. At this point there was a perceptible drop in the wind, and the Tyrian, serving as the press boat, and steaming about eight knots, was rapidly leaving the racers astern. At nine minutes the Elsie, then twelve lengths ahead, had run out of the wind, and her Stars and Stripes, which had been flying from the main peak, laid flat on the mainsail. Three minutes later the Bluenose, from her position, had caught a breeze and was coming on to the Elsie at a fast pace. The Lunenburger appeared to be bringing the wind right up with her, and in another minute she had shortened the Elsie's lead to less than four lengths. At 9.45.20 the Gloucester schooner rounded the inner automatic, and was followed by the Lunenburger forty seconds later. The wind by this time had increased to twelve knots and at ten o'clock the Elsie, heading for the second mark, nine miles away, had again increased her lead on the Bluenose, and was about seven lengths ahead. An hour later the Bluenose was making a very perceptible gain on the Elsie, and was heading well to weather of her. Captain Walters was endeavoring to avoid all luffing matches, but Captain Welch would not allow it and sheeting in he headed his vessel slightly to the weather of the third mark, now four miles away.

They were timed as jibing around the Sambro lightship mark at: Elsie, 10.47.30; Bluenose, 10.47.55; leaving the Elsie a lead of 25 seconds. This was very close racing, for after 11.25 miles of reaching the big Bluenose had only been able to cut down the flying leader's margin by five

seconds, wonderful sailing for the Elsie when the extra 10 to 20 feet of length and 1,500 to 1,800 more square feet of sail spread of the Bluenose are taken into consideration.

On the third leg, a reach from Sambro lightship to the outer automatic, Captain Marty held his own. A number of times Captain Walters tried to edge the Bluenose out from the wake of the Elise into the weather position, but every time he was met by Marty and forced back into his old place.

The change came when they turned to go weather. The Elsie was 17 seconds ahead when they turned the buoy, but soon began to drop to leeward.

This windward leg lost the race to the little Elsie, because her draught of 14 feet would not hold on nearly so well as that of the challenger, which measured 16 feet, enabling her to point closer also.

The challenger was longer and heavier, and thereby acquired momentum that offset the buffeting of the long head sea. The Elsie was first to come about, and the Bluenose, following suit almost immediately, looked to be at least a half mile in the lead. She was pointing higher, going where she looked, and got to weather of the buoy. The Elsie was outclassed on length and depth, but kept on gamely. At 1.23 o'clock the Bluenose came up with the mark, but held on toward Camperdown, and the Elsie, turning 8 minutes 35 seconds later, hauled her wind, keeping the tack almost as far as the Thrum Cap. The Bluenose favored the western shore to Sandwich Point before she came out and sped on a close lay for the finish. The Elsie held on almost to McNab's Island, but was not benefited by the stiff breeze that aided her rival. To the finish the race was a procession.

STATISTICS OF CONTENDING SCHOONERS

Bluenose—Built by Smith & Rhuland, Lunenburg, N. S. Launched March 26, 1921. Designer, W. J. Roue. Length overall, 141 feet. Beam, 27 feet. Depth, 11 feet 6 inches. Total sail area, 10,937 square feet.

Elsie—Built by Arthur Story, Essex, Mass. Launched May, 1910. Designer, Thomas F. McManus. Length overall, 106 feet. Beam, 25 feet. Depth, 11 feet 5 inches. Total sail area, about 9,000 square feet.

GLOUCESTER TO BUILD NEW CHALLENGER

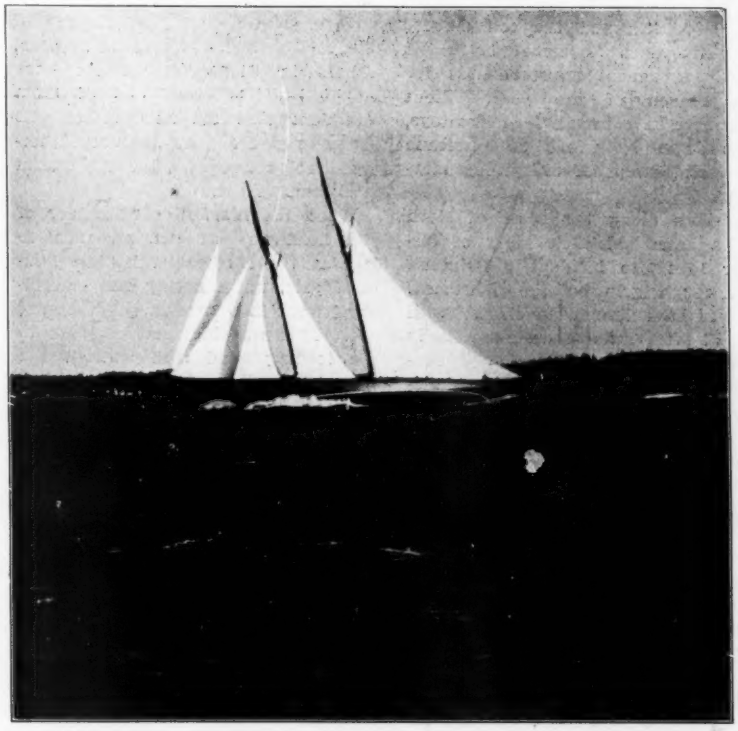
GLOUCESTER is not to be caught napping this year. Already plans for a new challenger have progressed to the point where actual construction has begun. Captain Ben Pine, Captain William H. Thomas, Marion Cooney, Captain Jeffrey Thomas, who will skipper the new vessel, and Captain Robert Wharton are the leading spirits in the enterprise. It has been decided to apportion the share in sixteenths, and already the committee has a list of 21 for the 16 shares.

W. Starling Burgess, designer of the Mayflower, has already drawn the plans of the proposed vessel. She will be named the Puritan. Her length overall will be 137 feet, waterline about 105 feet and her draught approximately 15 feet.

While primarily a commercial fisherman, she is designed with fine lines for speed, as she will have no power. J. F. James & Sons of Essex will build the vessel. The Puritan will be ready probably late in January, and will be put in the halibut fishery as soon as completed.

INSPECTED THE CANADIA

Captain C. H. Harty of Gloucester and T. F. McManus of Dorchester visited the new Shelburne schooner Canadia, on invitation of Captain Joseph Conrad, the skipper, and suggested changes that would tend to improve her speed.



BETWEEN THE GREEN BELOW AND THE BLUE ABOVE THE NEW WHITE SAILS OF THE BLUENOSE STOOD OUT PRETTILY

DEMANDS REORGANIZATION OF RACE COMMITTEE

REORGANIZATION of the American Race Committee has been demanded by Mayor Percy Wheeler of Gloucester. The present members should resign, he thinks. "Men who know the bowsprit of a schooner from its stern" should hold their places, and ports other than Gloucester should be represented, the mayor asserts.

His views, announced at a recent meeting, will be pressed, he said, until a new order of things is obtained. The mayor declared:

"We want no more Mayflower episodes," referring to the fact that the Mayflower of Boston, nominated as the American defender, was disbarred. "This race should be open to all. The committee should be composed of master mariners and vessel owners with representation for Provincetown and Boston."

Mayflower Proves Her Soundness of Design

Bucks Savage Seas While Others Scurry to Port -- Comes Through Clean Without Loss of Gear or Fittings

By GEORGE HUDSON

WEATHER to try men's souls is reported by incoming fishing vessels and the toll exacted by gales since November began its march is almost unprecedented for this season of the year. Stout schooners have been tossed like toys, hove down by winds of hurricane force and swept of everything movable.

Harbors along the coast of Nova Scotia have had their story of disaster to relate incident to winter's first rough grip on the fishermen. Vessels have limped to shelter with loss of men, sails blown away, hulls leaking and battered. Skilled seamanship was of little avail when vessels lacked structural strength.

Capt. J. Henry Larkin of Somerville, skipper of the Boston schooner Mayflower, characterizes the weather as the worst in three years; and he isn't sure that the succession of gales would be hard to duplicate in his career at sea. The schooner left Boston Oct. 23 and in three weeks had but two days when trawls could be set with any degree of safety. She called at Halifax Oct. 25 and left that port for the Emerald ground, so-called, two days later. From then on the Mayflower sighted but one or two fishing vessels and, for loneliness, the trip is almost without parallel. The sea was practically deserted days at a time.

First Real Test

This was to be Mayflower's first real test, her baptism by storm, for she is of model somewhat different from the typical fisherman of Boston and Gloucester. Her hull is easier and her masts taller. The rig has evoked criticism in some quarters as not of the sort a schooner should have for off-shore work, except in the summer, when moderate weather is the rule.

She has been described as a yacht-schooner, whatever that may mean, and must needs have her spars shortened for winter fishing or the sticks would be whipped out of her the first real blow she stacked up against. Since last April the Mayflower had been going and coming with trips of fish and the original crew, with one or two exceptions, were in the vessel this time and in full accord that she was going to be a sweet little lass in really bad weather.

Sports? Oh, no. Just the run of dorymen, some residing in Boston, others in Gloucester as the case might be, but every one of them confident that the new vessel was going to give a good account of herself irrespective of what the Storm King handed out.

When the Mayflower was clear of the headlands at the entrance to Halifax the northeaster hardened into a gale, necessitating much windward work in a constantly increasing sea. This was in direct contrast to the leading wind that enabled the schooner to cover 347 nautical miles between the Graves Light, Boston harbor, and Sambro, while outward bound, in the fast time of 34 hours. For this trip the topmasts had been sent down and she was in apple pie order alow and aloft.

She carried 20 dories nested in the waist, her decks were filled with gear and the gurry kits took up a lot of space on the otherwise roomy deck. In the hold, forward, was 60 tons of ice and the supplies for a month's absence represented a considerable weight that tipped the vessel by the head a bit more than was good for her best showing in what was to transpire.

Buffeted by Gales

Well, Capt. Larkin threshed offshore till he located the Emerald's position by a series of soundings, but the weather was so execrable he stood off and on awaiting a chance to put the dories over. The northeaster lasted many hours and then showed signs of moderating. The huge sea persisted, however. Hardly had the northeaster abated when a northwester opened its guns on the Mayflower, as if a shift might destroy what the last gale had failed to frazzle.

The new gale brought with it a confused sea of mighty proportions and the temperature fell to below freezing. For 18 or 20 hours this gale emptied its wrath on the Mayflower. It blew so hard it tired itself out, yet the schooner was buoyant and taut as a fiddle.

The calm which followed was nothing more nor less than a knock-off on the weather's part to rest up for another assault on the Boston-owned, Essex-built hooker, not good enough or too good, as the case may be, to race last month off Halifax for the North Atlantic Fishermen's International trophy. It came from the northeast and attained velocity of from 70 to 80 miles an hour, surely wind enough to search out frailty in any man-made fabric.

No use trying to fish, so Capt. Larkin stood over toward Cape Sable.

Lunenberger Crippled

A tragedy was enacted not many miles distant while the Mayflower fought the storm that could not break her. The schooner Shepherd King of Lunenburg, N. S., Capt. George Himmelman, was being rent asunder. She's a big vessel, too, and Himmelman is a good fisherman.

The brave men were swept from her deck and perished. Her dories were smashed to kindling. Gear was washed away, for nothing could resist the deluge that thundered upon the Lunenburger, designed and built to live in such a chance. The Shepherd King's steering wheel was smashed, but Himmelman managed to shove a crowbar into the rudder head and helped her as best he could make port and the news saddened Nova Scotia.

Speaking of the sea that rose with the gale Capt. Larkin estimates it to have been 40 feet from trough to crest. The squalls announced their coming when a quarter of a mile away by an uncanny hooting that rose shrill above the tumult. These squalls hove the Mayflower's lee rail under when they struck, but she righted quickly, thanks to nice balance of the sail she was showing.

Not once were the dories in danger of being washed overside. Not even a draw bucket was whisked away. The helmsman stood dry shod, for the cabin house broke the water as it cascaded aft and sent it out the scuppers in the quarter. She was handling like a lily, though the crew found it difficult to keep in their bunks and to balance their victuals, for the three square meals and mug-ups that the gale could not prevent in the daily routine of the Mayflower.

(Continued on page 18).

Who's Who Among the Skippers

By CAPTAIN CHARLTON L SMITH

Yes, He's Some Killer—Stocked $80,000 One Season



CAPTAIN JOHN J. MATHESON

A TYPICAL Cape Bretoner, in appearance, is Captain John J. Matheson of Gloucester. This tall, raw-boned, athletic man of 40 is one with whom you feel it is an honor to be acquainted. The quiet dignity, the determined and commanding look, the frank and sympathetic eyes, contribute largely toward a certain something that makes him most fascinating.

Twenty-two years ago he became an adopted son of the cosmopolitan city of Cape Ann, where his fame as one of the finest master riggers there has not been driven out of the memories of the old-timers by his achievements of more recent date. The year he stocked $80,000 seining in the Arthur James, placed him where his name will ever be mentioned as one of the "killers"—to go in the list headed by Captain Sol Jacobs, the "mackered king".

Captain Matheson was selected by Captain Marty Welch to act as mate of the Esperanto during the International Fishermen's Races of last year. This year, he sailed again at Halifax with Captain Marty in the Elsie. He went as official representative, but did much toward looking after the trimming, setting and shifting of sails.

Many a skipper out of Gloucester has had more commands, but when such magnificent schooners as Claudia, Arabic, Monarch, Saladin and Arthur James are offered to a young man it is something to be proud of, indeed. The captain bought a half interest in the James some years ago. She sails as one of the Walen fleet from the wharf of Mr. Walen, the other owner.

Nothing could show more public spirit than the act of these owners prior and during the recent elimination race. They took their craft, which was laid up, had her hauled out, smoothed and painted, bent her sails and put her in the contest at a considerable expense, knowing full well she would meet more modern vessels. The captain stepped out of the steam seiner Helena, which he owns and runs, and sailed his old love, the James, in such a skilful and masterly manner, he won the admiration of both contestants and spectators.

Gloucester's captains were ever fond of flagpoles and a generous bit of lawn around their homes. Such a home has Captain John. A modern frame dwelling it is, set high on a grass-sloped banking, facing the Anisquam road near Riverdale. Rising from the well-kept lawn, some 20 feet to one side, is a taunt spar which the painters are giving a snowy coat of white. On it, on special occasions, are hoisted the colors of Uncle Sam by one of his justly honored and extremely useful citizens—Captain John J. Matheson.

Wise Fishermen Use

Gloucester Copper Paint

Because it Preserves the bottom of wooden vessels from worms, barnacles and marine growths

HENDERSON & JOHNSON CO., Inc.

Gloucester, Mass.

Tracing the Mackerel Courses

By AN OLD TIMER

THE new marine maps issued by the Canadian naval department enable one to trace the northern course of the mackerel in their spring migration. After passing Long Island, the direction is northeasterly, broadly speaking.

A few schools, the advance guard, swing through the South Channel, and skirt the New England shore more or less closely, bearing more easterly across the Bay of Fundy, from a point of departure wide off Thatcher's Island, which takes them south of Jeffreys Bank to the coast of Nova Scotia just above Yarmouth, the usual trap berths. The first provincial takes are invariably made at that place. The schools keep down the shore, and from these the moored nets get a few but the netters (drifters) launching out in ever-increasing numbers from year to year, generally make better hauls. They have done very well this spring. The traps east of Yarmouth Cape caught comparatively few mackerel last spring; and this is declared by some to be owing to the drifters which scatter the schools. I can only say "not proven." But those netters would fare quite as well, if not better, should they choose berths wide off Cape Sable in the track of the larger bodies of fish, which steer south of Georges. That is the beat very properly taken by the scout, for reasons which may be entered thus:

In this offshore line of march the schools follow each other, not exactly in Indian file, but never swerving very far from the usual course until they pass Brown's Bank. The fish are then, say, 80 miles from Lockeport, and their road lies slightly eastward of north to that section of Nova Scotia. Two quite broad plateaus lie in the northeast direction, Roseway and LaHave Bank, the latter more southerly. Now mackered, it is well known, in their great periodic movements, always shun a shoal and pass along the depressions which for the present purpose may be termed channels. Such a submarine lane leads between the two banks mentioned above. The spring mackerel, coming on soundings in great rafts, commonly diverge at this point, the left wing of them going between Roseway and the Shelburne shore, while the right wing pursues the straighter path or sea lane, described above, and make Cross Island or Sambro in their migration to the north. Reference to the marine map will make these tracks easily intelligible, and show at a glance the nature and importance of the work which the scouts are performing in the interest of the whole South Shore mackerel fishery.

Still, without a map at hand, any person of ordinary thinking powers can form a fairly accurate mental picture of the whole movement, the schooling fish in one part and the watchful scout in the other. In a clear day, observations of the former may be made at considerable distance from the patrol boat, the bearings noted as well as the trend of the raft, all of which is reported by radio to the nearest station and relayed by telephone to points of resort for the provincial netters or seiners, as the case may be. In this manner a perfect ambush may be arranged, and the boats in waiting at their homes along the shore can put out and waylay the head-on schools with a certainty that would otherwise be lacking. The sportsman must tread the bush to start a hare or beat the moors in order to flush the grouse; but here, as in the shooting of certain sea fowl likewise in migration, you simply pay out the string of nets as the swarm of fish approaches, of which you have been notified beforehand, and in a majority of cases a good haul is the reward. Nova Scotia alone affords a broad point of vantage for native netters or seiners; while on the American shore there can be no such base of operation, for the schools there steer mostly coastwise, and the fleet of seiners is already on the cruise. Not carrying wireless they cannot get the radio news, and running to land to pick up the reports would give the fish a grand chance to go by.

For gauging correctly the importance of the scout service to Canadian fishermen, take a concrete instance: In the early days of May, Captain Barkhouse reported one or two bodies of mackerel in sight northeast of Brown's and moving in a direction which would carry them through the Roseway channel, or within striking distance of Lockeport. On getting the message, a few netters from that harbor made a timely start and took up the proper position for drifting. Next morning they returned with pretty good fares, and, be it noted, this was before anything had been caught or even sighted by the netters in Lobster Bay, fifty miles northwest. The plain inference is that the schools in the Lockeport offing were the pilot fish of the principal streams, making east of George's and therefore shortening the route, which brought them farther ahead than the schools which hugged the New England coast. These appeared later at Yarmouth and finally joined the main migratory column off Canso or around Cape Breton. Anyhow the chain of observation which has been carried by an efficient lookout from George's Shoal to Cape North and farther up the gulf has lifted the migration of mackerel from the dim domain of theory and placed it on the solid basis of scientific fact. Till this season's experiment the marine biological staff held it more than doubtful that the mackerel passing Cape Sable ever extended their journey to North Bay, and some of those scientists are not yet convinced. The following reports taken from the newspapers set that question at rest, and confute the lunatic stories about the scout scaring the mackerel off soundings. "Large schools of mackerel sighted off Lockeport, moving northeasterly. Several schools were located off Sambro, and the nets at Dover made fair hauls. Mackerel appeared about six miles off Canso."

Schools were being closely watched to ascertain whether their course would be through Northumberland Strait, or towards the Magdalens. Moncton reports the shipment of 164 barrels of mackerel to Boston by Dominion Express. Other big shipments of mackerel went forward from New Brunswick the same week. In short, mackerel were never so plentiful in eastern waters for many years past. That this is an extra good showing from a business viewpoint, few people will have the hardihood to deny. Most of this increase is the direct result of the mackerel-scouting system, which has also led to the location of the spawning areas in the Gulf of St. Lawrence, a valuable discovery both for science and the industry.

PLENTY OF MONEY FLOATING AROUND

Coupons with Big Cash Value Set Adrift—Watch for Them

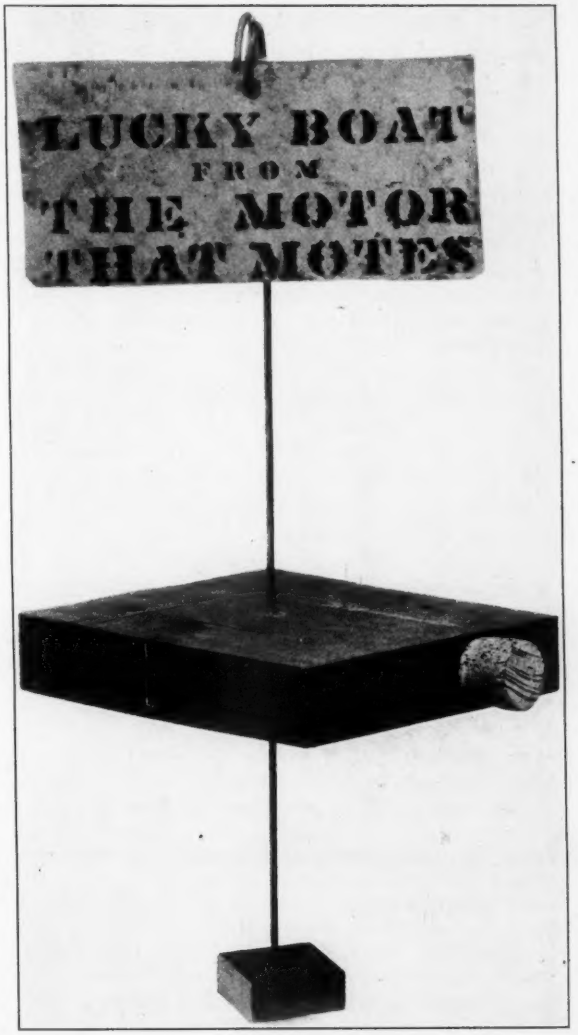
IF any of you fishermen run across a contraption such as pictured at the right of this page, we believe it will be worth your while to land it. It is called the "Lucky Boat," and is nothing more than a small float bearing a metal plate inscribed "Lucky Boat from the Motor that Motes," which is suspended from a wire mast about a foot above water.

When you find one of these dinguses you are supposed to pull the cork and take out the bottle—which is the reverse of the procedure of the good old days when it was customary to take out the bottle and pull the cork. (At last, a chance to use the corkscrew in your tool kit.) In the bottle the lucky fisherman will find a coupon, which entitles him to a very material saving on the purchase of a motor—or an opportunity to cash in on the coupon in another way. The coupon will explain the plan.

It is said that agents handling this line of motors will be permitted to order these floats and set them adrift in their respective localities.

The ATLANTIC FISHERMAN will endeavor to report the locations where they are set adrift. As it will be interesting to note the travels of these unique floats, it is planned to publish the names of the finders and the locations where found.

Let us suggest that you fishermen keep a careful lock-out for one of these unique floats. It will pay you well.



To Find One of These is Like Finding Money

ATLANTIC FISHERMAN ON SALE

Copies of the ATLANTIC FISHERMAN may be found on sale at the news-stand of J. J. Kerrigan, Administration Building, Boston Fish Pier.

FISHERMEN

ICE

We Buy FISH From You

SALT

BAIT

You Buy SUPPLIES From Us

WATER

LET'S GET TOGETHER

DEEP SEA FISHERIES, Inc.

Telephone 290

ROCKLAND, MAINE

A NEW TYPE OF OTTER-BOARD

THE invention of the otter-trawl, or rather its application to commercial fishing some 25 years ago, resulted, as we all know, in greatly increased catches of fish, and practically abolished the beam-trawl from deep-sea fishing. If what is claimed for a new invention announced in Germany turns out to be supported by further trials in commercial vessels, then we are likely to witness another advance in the trawling industry. The invention is one by Dr. Max Oertz of Hamburg. It consists essentially in the substitution of a curved otter-board for the flat board now in use and the placing of the board at a proper calculated angle. With the flat board it appears that a good deal of power (in dragging it along the bottom) is lost in overcoming the resistance of the water pure and simple, without aiding in the divergence of one board from the other and the opening up of the mouth of the net. One may consider the action of a ship's propeller in this respect. By curving the board in a particular way Dr. Oertz claims to have saved a deal of power in getting the same results as with flat boards. Trials which were made with model boards and nets in the experimental tank at Charlottenburg, both of the ordinary type and the new curved type, showed that a saving of power to the extent of from 40 to 50 per cent. might be obtained.—Fish Trades Gazette (England).

MARINE CLOCKS
"That Will Stand The Gaff"
ACCURATE SEA WORTHY
Marine Clocks Repaired
DANIEL PRATT'S SON
(Winthrop E. Pratt)
294 Washington St. Boston, Mass

WM. H. CHAMBERLAIN
Power Dories, Sailing and Rowing Dories
Launches, Skiffs and Tenders
14 ORNE ST. MARBLEHEAD, MASS.

"BROWNIE"
Cotton Maitre Cord—Cork and Lead Lines
SEINE AND SEAMING TWINES
Since 1844
By People Who Know How
BUY DIRECT
From Factory
BROWNELL & COMPANY, Moodus, Conn.

GASOLINE FUEL OIL
For Complete Lubrication try our
100% Pure Pennsylvania
Marine Motor Oils
A grade for each type of motor.
Shipments made to all points on Atlantic Seaboard.
Boston Harbor Oil Co.
F. H. TRIPP, Gen. Mgr.
279 Northern Avenue
BOSTON, MASS.
KEROSENE MOTOR OILS

EDSON
Steering Gears are Unexcelled
Hand Forged Boom Buffers and Other Marine Specialties
—
Quality and Durability Count in Heavy Weather

Meteor Type—Evenly Balanced and Sturdy
EDSON MANUFACTURING CORP.
375 Broadway, Boston, Mass.

The Modus Vivendi

By M. H. NICKERSON

II.

LET it be borne in mind that for the 12 years preceding this convention a working agreement, called the Treaty of Washington, had existed between the United States and Canada. It was planned and executed with a great deal of foresight on both sides, and with due consideration for the fishing rights and privileges of each contracting party, for it was concerned with these matters alone, and had nothing to do with the making or modifying of tariffs. So the problem was comparatively simple and its solution gave general satisfaction.

The United States allowed free fish and Canada free fishing. Nothing could be more rational and right. The latter country had become a confederated Dominion only two years prior to the ratifying of the treaty. The four British North American provinces—Ontario, Quebec, New Brunswick and Nova Scotia—had just been welded into one state, which under special favor from the crown, had been given a little wider scope in acting for herself with regard to international matters. Her first tariff adopted was chiefly for revenue, and on all imports whatever the average was not more than 17 per cent. Prosperity sprang up everywhere. Fishing operations were not hampered and the whole business began to expand on both sides of the bay. A dozen American fishing ports from Provincetown to Boothbay sent out a fleet of Grand Bankers on salt trips, manned largely by Nova Scotians, while New London, leading in the fresh trips, drew many fares of halibut from the grounds off Cape Sable, as near to the land as the skipper chose to occupy, for that was in the agreement, and it was good for all hands. If bait or ice ran short, the skipper put in and fitted up anew The bankers, going and coming, usually called "in home," for many of the captains belonged to Argyle or Pubnico, especially on the Gloucester schooners. That, indeed, was the era of free trade and fishermen's rights. It left its object lesson in many a little seaport town on both sides, where one can read today over the main entrance of the only stone building in the place (custom house and post office) the date of erection, 1888. The value of Nova Scotia's annual yield of fish rose in the 12 years from five to nine millions. Since then the progress has been slow—three millions gain in the last 30 years. During that 12-year period other allied trades flourished in proportion. It was then the Yarmouth line of steamships was started between that port and Boston, which paved the way for the present enlarged service of the Eastern Steamship Corporation.

When the compact was terminated each of the former principals took up a hostile attitude, both as regards trade policies and fishing privileges. Canada had enacted a high protective tariff to match that of her neighbor. The erroneous notion prevailed then, as it does in some quarters now, that a country would grow rich by shutting off outside intercourse and living on its own internal fatness. So the watchword was that the domestic resources must be safeguarded and developed by native enterprise. Accordingly Canada resorted to the old King George treaty of 1818, which excluded American fishing vessels from provincial harbors except in case of distress. In fact, that rigorous instrument has never been annulled, and it went into effect, as a matter of course, as soon as the above friendly pact was abrogated. . . . Fishery protection cruisers, large fast sailing schooners at first, were commissioner to patrol the coast to keep the poachers off Several seizures were made, and naturally enough, certain things were done which seriously threatened international peace. The Canadian premier, Sir John A. Macdonald, had enough of the statesman's keenness to perceive that old prejudices didn't pay. Just then the temper of Downing street (the colonial secretary's office) was favorable, as has been remarked, and overtures for a new agreement led to the Washington conference, 1888.

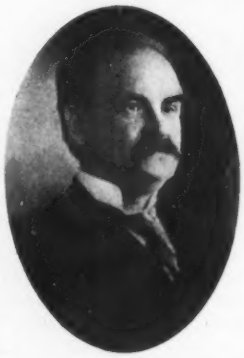
The members of this joint commission, already named, were well qualified for the work in hand. They not only held high positions under their respective governments, but each one had previously had some experience in handling matters of international concern. Best of all, they had taken the pains to post themselves thoroughly on the fishery situation and the points at issue therein between the two countries. The proceedings did not extend over many days, for the apparent desire all around was to raise no objection nor to stand on technicalities which would prolong the sittings or impair the object in view—a friendly settlement of ancient disputes.

The scope and intent of their labors are set forth in the preamble to the treaty in the following manner: "Whereas, differences have arisen concerning the interpretation of Article 1 of the convention of Oct. 20, 1818, the United States of America and Her Majesty the Queen of Great Britain and Ireland, mutually desirous of removing all causes of misunderstanding in relation thereto, and of promoting friendly intercourse and good neighborhood between the said United States and the possessions of Her Majesty in North America, have resolved to conclude a treaty to that end, and have named as their plenipotentiaries, that is to say, the President of the United States appoints Thomas F. Bayard, secretary of state, William L. Putnam of Maine and James B. Angell of Michigan, and Her Majesty appoints the Right Honorable Joseph Chamberlain, M. P., the Honorable Sir Lionel Sackville-West, Her Britannic Majesty's envoy extraordinary and minister plenipotentiary to the United States of America, and Sir Charles Tupper, G. G. M., minister of finance of the Dominion of Canada, who having communicated to each other their respective full powers, found in good and due form, have agreed upon the following articles:

"Article 1.—The high contracting parties are free to appoint a mixed commission to delimit, in the manner provided in this treaty, the British waters, bays, creeks and harbors of the coasts of Canada and of Newfoundland, as to which the United States, by Article 1 of the convention of Oct. 20, between the United States and Great Britain, renounced forever any liberty to take, dry or cure fish.

"Article 2.—This commission shall consist of two commissioners to be

(Continued on Page 18).



LIVE ISSUES for FISHERMEN

By

M. H. Hickerson

AN OPEN LETTER

To a Federal Candidate in a Nova Scotia Fishing Constituency

IN the whirlwind canvass for election to the Canadian commons, now in full blast, I asked the Nova Scotia nominees to put fishery affairs in their program. But good fellows as they are generally, they rather winced at the bare idea. Many of them are lawyers, and they being fishers of men, in a secular sense, using a different kind of bait entirely, had good intentions, of course, but not a thorough grasp of the subject. Hon. E. K. Spinney of Yarmouth, a prosperous man of affairs and a member of Mr. Meighen's cabinet, seemed the proper person to accost on this head, and I accordingly called him up. Mr. Spinney is fair-minded and obliging, but he was bound in honor to follow his chief. I will not quote his reply, for that would be ill-manners. But my response is a public matter, and here it goes:

Dear Mr. Spinney:

I have read your communique with close attention and deep interest. The department should have taken your advice about the Digby lobster season, instead of listening to a lobbyist. Then they wouldn't have to "re-adjust their re-adjustment." * * * If I were in your place, Mr. Spinney, that would stick in my crop.

If you get into Parliament this time we shall expect you to study the piscatorial wants of your country,—nay, your province; and give secondary consideration to a tariff policy, which at present consists only of a vague term, that spells increased taxation anyhow. It is intended to take shape in the hands of a tariff commission, those irresponsible, unattachable atoms, which like disease germs in the human system, keep snugly out of sight.

You know the master-stroke in Canadian finance was Sir John's N. P., which, being interpreted, is the "National Policy." It has lasted now for forty years, and seems to have outlived its usefulness. At its inception, Yarmouth registered over 100 fine clipper ships, a flourishing commerce, a substantial bank and an excellent steamboat line to Boston. * * * I shun comparisons with the present, but each one can do it for himself! * * * No branch of the fisheries is promoted by a high tariff. And the oversight of the calling ought to be vested in the provincial authorities, respectively, and not with the Ottawa powers. They do these things much better across the border, where the state is the supreme manager of its own local fisheries.

I would not blame Mr. Meighen for the fault of his subs, but I never can forgive his government for handing back to the late East Coast Fisheries no less than $14,500 as a refund of fish duties, at the very time when the natives away down by the Nova Scotia capes and sand-dunes were cudgeling their brains how to make shipments to Upper Canada, as it is called! It was decidedly mean. And to cap the climax, that same tariff commission just then was sneaking through a measure to admit American fish free of duty. Now they talk high tariff. Can the leopard change his spots with such rapidity?

If Mr. Meighen wins out, he should undo the fishery abuses on the Pacific. Prince Rupert and Vancouver differ considerably from Chebogue Point, Yarmouth Bar and Tusket Islands. The former are big fishing stations where the business is largely owned and run by foreign capitalists. But the fishermen of the last named places are as yet freeholders, with neat well-furnished homes of their own. They are also electors, but not generally remembered after the din of the campaign is over. Not so out there on the other coast. The federal government has forbidden those toilers to put engines in their little boats. Then again, these crafts are seized if they run their takes across Puget Sound and sell them in Seattle or Bellingham. A copy of the Vancouver Province, newspaper, was sent me and its editorial said I had better come out there and put the fishery matters on a fair bases. * * * I'm going to let Mr. Meighen do it, if he gets the chance, otherwise Mr. King will have to shoulder those white men's burden. But I half doubt the stiffness of his spine.

One rift in the cloud: The lobstermen on your shore will now have a chance to earn a little spending money for Christmas. On the 24th of September I telegraphed the department, "When famine forces your hand, wire me at once." The telegram announcing the six weeks extension was dated September 29, and was delivered to me next day.

SCIENCE AND LITTLE FISHES

I ALWAYS thought there was no difference of opinion on the sea board or among scientists with regard to the great yearly movement of mackerel. But three years ago, when I first advised scouting for those fish, Dr. Hugh M. Smith was a hearty seconder, though he thought it could be done best by airplanes which might watch them approaching the shore, and then moor buoys around their stopping places for the use of seiners.

That was a conundrum to me. But last summer the Canadian Biological Board sent some of its staff down to Barrington to study marine specimens. One day when our conversation took a wide sweep the chief told me it was an exploded notion that spring mackerel came all the way from the latitude of Hatteras and spawned beyond Cape Breton. He said the scientists had made the true discovery, though he could not say that any of them had ever seen a school of mackerel.

And now only the other day no less a personage than my learned friend, Dr. E. E. Prince, who holds the same high position at Ottawa as Dr. Smith does at Washington, preached that identical doctrine of the biological board before a goodly gathering of his outside staff. He laid it down that mackerel, whether North or South, came up periodically from the deeps, spawned in the shore waters and went back again in the fall, but never wandered far from their favorite haunts!

Then the full meaning of Dr. Smith's text dawned on me. Sure enough, if mackerel only migrated inshore and stayed there on a sort of vacation, why not mark the spots with buoys as aids to pursue seining? Better still, a trap could be set around any particular pod of those fish and the scoop would be complete! It would be far more effective than the round yard which the small boy erects for rabbits in the woods, because you wouldn't have to wait for the game to come along.

I have all respect for scientists and often wish I had the run of their libraries. They write well, but employ hard words like a spelling lesson for the fifth grade. But the friends alluded to are specialists in anatomy, and when their essays are stretched over a field of research which they have never explored they cover the blank spaces in their knowledge by using the word "ichthyology" in the same way as

Geographers in Afric maps
With savage pictures fill the gaps,
And over all the pathless downs
Place elephants for want of towns!

The work of the laboratory can never replace the lookout aloft. To number the bones and note the fins of a mackerel with scrutinizing nicety is, of course, a part of science. But the deep sea environment is vastly different from that of the dissecting table where the subject mackerel has forgotten its habits. . . . How can these be studied when they no longer exist? One may be well versed in the anatomy of a rabbit, but the said small boy could give him valuable pointers as to when those animals run and how they may be snared. . . .

In spite of academic authority, I still hold to the common belief about mackerel migrations at stated periods, and I know the schools, as a rule, follow a coastwise track, with some deviations, most notably in the Bay of Fundy. The course is something like that followed by birds of passage overland. Some laggards certainly break rank, drop out and breed along the route, but these are exceptional cases, subject to marked variations. I have had years of experience in seining and drift-netting, during which I always kept my weather eye open. I am quite sure the master seiners share my views in this respect. I half surmise the Fish and Game Directorate also coincides. The fishery colleges are invited to declare themselves on this important point. We know their haddock tenets are correct enough, but they may be heterodox on school fish, like their brethren of the biological boards. The ATLANTIC FISHERMAN counts in its clientele many intellectuals of whatever profession or calling. I hereby issue a general subpoena for a cloud of witnesses to settle the question on a solid foundation of fact.

COMPLAINS OF OIL NUISANCE

MR. FREEMAN DEGAUST, one of the able lobstermen on the outer Brewster, said recently that Boston's island colony was not making as much at the calling this season as they did last year. The run of lobsters was not large, and the size was rather small. Great damage was done the catches by oil floating on the surface of the water. He said this dumping from steamers' engines and holds was the greatest nuisance yet. When he raised his traps the other day the backs of the lobsters had a regular shine on, as he lifted them up through the scum, which was almost as thick as tar. Next day lots of them were weak and dying in his storage car. He heard the same complaint all along the shore. I plainly pointed out the same thing off Halifax harbor last May, as the cause of the mackerel going wide off that locality. It should be brought to the notice of the Fisheries Directorate here.

—⊙—

Canada paid last year in fishing bounties 9,564 claims. The number in the preceding year was 13,061, a falling off of 25 per cent. It means that since last year 3,397 fishermen in the Maritime Provinces have quit the business. What has become of them? The total amount paid was $152,519.19, of which the vessels got $53,577 and the boats $98,942.

—⊙—

Till the 15th of last June Nova Scotia vessels often ran their fresh fares to Boston direct from the banks. That had been the custom for nearly three years. These landings were never entered in the Canadian fishery reports. Hence Nova Scotia did not get her full due in the blue books. The case was reversed in British Columbia. Halibut fares landed in Vancouver and Seattle by the American trawlers were included in the report of domestic catches. One year fish from that source amounted to nearly $5,000,000. In an even-handed account, Nova Scotia's voyages would foot up a little more, and those of her sister province much less.

—⊙—

It is a strange reflection that fishery laws in Canada are not enacted by Parliament, but made by order-in-council. That is, whatever measure may be broached, though thousands may be at stake therein, it is not ventilated in the Commons, but taken into a cabinet meeting and decided there. Orders of that kind are generally called "bureaucratic," because put through by men in office without consulting the people's representatives. The warrant for such action is found in an old act of Parliament constituting the fisheries department and under one of its provisions authority is given the Government to alter, amend or abrogate at pleasure. It is a bad way of doing public business. You can't put your finger on the responsible guy, the instigator of the mischief—for such it is nine times out of ten. For example, the late juggling with the lobster law. Most of the sitting members woke up too late.

—⊙—

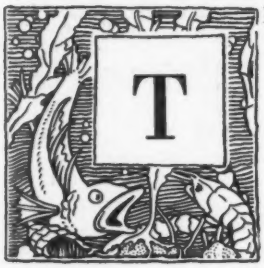
For the first nine months of the current year the total value of all fish caught and marketed in Nova Scotia amounted to $5,689,722, as against $8,032,795 for the like period in the preceding year. Of the 10 leading kinds, mackerel, halibut, swordfish and smelt alone showed an increase, the first mentioned gaining over 30 per cent. This advance is said to be due to the interest in the pursuit awakened by the work of the mackerel scout. Most of this catch was by drifters and seiners. The traps were not up to the average.

—⊙—

The Canadian Fisheries Department has given out a summary of Captain Barkhouse's report on mackerel scouting during last season. The errors in it must have been made by a copyist and not by the scout captain, who is a competent officer and can box the compass better than the log-book extract implies. For instance, it says in one place, "A school of mackerel was sighted northeast by east from Cape Sable, 31 miles." Such bearings (magnetic) would put the school about 10 miles back of Shelburne town and in the trackless forest. Again, it is said the scout, being that far inland, saw this school coming from the west side of Brown's Bank and working up the Bay of Fundy. What do the old seiners say to that?

AS WE SEE IT

KICKERS SALVAGE CRIPPLES



THOSE rare birds among fishing skippers who declare that the auxiliary motor is an unnecessary expense aboard sailing vessels would have had a convincing object lesson had they been at the Boston Fish Pier last month to witness the schooners Avalon, Elk and Grand Marshall, all three partially dismasted by autumn storms, making port under auxiliary power.

With sailing gear largely out of commission, without motors they doubtless would have wallowed around for days in the prevailing heavy seas, hazarding both crews and vessels.

Equipped with motors, they were able to "kick" their way to market with fares intact.

ANOTHER BURGESS DESIGN

THAT Gloucester syndicate which has commissioned W. Starling Burgess to design a new schooner to take part in the Fishermen's Races of 1922 is to be commended, not only for its splendid sportsmanship in preparing to retrieve the cup, but in its good judgment in selecting the designer of the Mayflower to draw the lines for its proposed vessel.

The choice of Burgess by the syndicate proves fairly conclusively that those Gloucester folks who criticized the Mayflower were confined largely to a select, powerful circle, whose members were simply carried away with such an overwhelming sense of civic obligation that they could not see an outsider save as a "ringer". The men on the waterfront who know vessels were not deceived.

The remarkable performance of the Mayflower on a recent trip to the Banks, when she bucked successfully everything the old North Atlantic could throw at her, would seem to indicate that the Gloucester syndicate had pinned its faith to a man capable of designing not only a sweet-lined fisherman, but one that will stand up under everything she meets.

CO-OPERATIVE IDEA PROGRESSING

WE have been pleased to note that several of the daily papers along the Atlantic seaboard have been preaching the gospel of co-operative marketing for the fish trades. Several of them have quoted at length from Mr. Rose's article in our September issue.

Already there has been considerable talk of the Boston dealers putting into operation a movement for the advertising of "New England Fish". It has been suggested that a tax of one-tenth of a cent per pound be laid on all fish purchased through the New England Fish Exchange. This would provide a fund of more than $100,000 annually to be used for the purpose of merchandising New England fish.

Advertising men are of the opinion that such a sum rightly expended would show results the very first year—at least, sufficient to prove the efficacy of co-operative marketing as applied to the fish business.

The legality of the scheme of taxing the Fish Exchange members for fish purchased will be determined before any definite action is taken.

SCOUTING WITH PLANES NOT WORKABLE

THE Association at the Atlantic City meet still talked about tracing the course of school fish by means of aeroplanes. That method can never be made workable in mackerel scouting. The Canadian system, on trial for two years past, answers all requirements tolerably well. The government steamer "Arras" does the scouting from George's Bank to the Gulf of St. Lawrence, and the course of the spring migratory schools has been observed and mapped. Captain Barkhouse is confident he has discovered one of the mackerel spawning areas in what is known to seamen as the "Bend" of Prince Edward Island.

LET'S KNOW ABOUT IT

IF you do not receive your copies of ATLANTIC FISHERMAN regularly, by all means take the matter up with this office immediately. Through clerical error we filed a bunch of subscription orders from one section without placing them on our mailing list. Yet we never would have found our error if one individual had not complained, and he waited nearly three months before doing so!

LOWER FREIGHT RATES ASSURED

We learn that the recent conference at Washington on the matter of fish freight rates was productive of material concessions in favor of the fish trades. In our next issue we shall tell you more about it.

"Fish Scales for Perfume," headlines a Lubec news item. It refers to this new "essence d'Orient". If we are not mistaken, a few drops of this stuff on a lady's handkerchief ought to give her a certain air of distinktion.

DRIFTWOOD

SHOOTS PREY WITH WATER

Archer Fish Brings Down Insects at Distance of Three Feet or More

THE Sagittarius, or archer fish, has a singular habit of "shooting" its prey, which consists of the various small insects which frequent aquatic plants or the grass and weeds along the edge of the water.

It launches at them with wonderful accuracy of aim a tiny jet of water. It is said to be able to project these liquid bullets to a distance of three feet or more, and nearly always hit the mark. The Malays call it the spitting fish.

In many countries it is made a domestic pet by the inhabitants, who keep it in their houses and furnish it with various flies and bugs for the pleasure of observing its marvelous marksmanship.

In Java it is kept in basins over whose surface a small stick extends at a height of about 0.40 metres above the surface of the water. Wooden corks are strung on this stick and insects placed thereon.

When the fish catches sight of the hoped-for victim, it rises to the surface of the water, remains motionless for a few minutes, and then squirts several drops of water at its prey, causing the latter to fall into the water; should it fail, it swims about a bit, and then tries again.—Scientific American.

GOLDFISH IN OHIO RIVER

Many tons of goldfish were caught in the fishing grounds of the Portage river at Port Clinton, O., recently. According to some of the fishermen. the first scattering of the fish was found in 1913 after the big floods of Ohio and the lake regions, and it was thought at that time that the fish may have been liberated from some of the park and resort aquariums, by the overflowing of the flooded artificial ponds.

The fish are not of the glass bowl variety, but seem to be more of a carp species, and will measure several inches and weigh as much as a half-pound each. They are placed in cars and shipped in tanks, alive, to the New York markets, where they are sold to the retail and wholesale trade.

FRENCH FISHERMAN'S LUCK

George Bathlemy, one of those patient fishermen that line the banks of the rivers of France, fished all one morning recently without getting a bite. Undaunted, he swung his rod for a final cast, before partaking of his luncheon. As he started to reel in his line there was a sudden strain on the rod. With much difficulty, and with pole bent double, he landed, instead of a whopping fish, a small black trunk. On pulling open the cover, he gazed upon a blaze of jewels sparkling in the sunlight.

Diamond-studded watches, pearl and ruby bracelets, gold and turquoise collars and gleaming mesh platinum vanity bags—it was a fortune lying there on the grass.

Inquiry showed that the trunk had been stolen from a railroad strong room, where it had been deposited for safekeeping by Henri Vincent a traveling salesman for a Paris jewelry firm.

The unknown thief had hidden it in the river, attached to the bank by a strong black thread, with the intention of salvage at the first safe opportunity. The police set a sharp watch. but the news evidently reached the robber, for he made no sign.

Bathlemy received a reward of 2,500 francs offered for the recovery of the jewels.

BIG EELS TAKEN OFF PORTSMOUTH, VA.

The crew of the lighthouse tender Columbine on a recent trip from Portsmouth, Va., to the Cape Lookout breakwater, caught by hook and line more than a dozen giant eels, at least a foot in circumference and over five feet in length.

First Officer Halm of the Columbine is sponsor for the statement that in addition to the dozen taken at least 25 larger super-eels got away, taking hook, line and tackle. Thirty-six 2½-inch hooks were carried away by the eels. The crew of the Columbine report that the super-eels were exceptionally fine eating.

The United States Shipping Board recently sold 205 wooden ships at $2,100 each. The vessels cost the board from $300,000 to $800,000 each. As to the vessels retained, the board is considering the possibility of their utilization as pontoons across the Hudson River at New York City.

ATLANTIC CROSSINGS IN SMALL CRAFT

The Atlantic has been crossed by much smaller boats than the 21-ton yacht Diablesse, which arrived at Cowes from New London, Conn., after a voyage of 33 days.

The latest trans-Atlantic crossing has been made by the 10-ton cutter Neith, which successfully sailed from Halifax via Trepassey, Newfoundland, a few weeks ago, and has been reported as arriving safely.

Some years ago an American fisherman, Howard Blackburn, took a 4½-ton boat, 30 feet long and 4 feet wide, single-handed from Gloucester, Mass., to Gloucester, England, in 60 days. It was not a pleasant voyage, for Blackburn had all his fingers frostbitten, and twice narrowly escaped being run down—once in a fog off Newfoundland, when a liner passed so close to him that her propeller washed waves over his deck.

Still more perilous was the crossing made by two Norwegians who rowed across the Atlantic in 1897. During the daytime they rowed together, and at night they took shifts of three and a half hours each, one sleeping while the other pulled.

From the hide of a 500-pound shark it is possible to obtain 10 square feet of leather, and the stomach furnishes a raw material which can be made into leather with the appearance and texture of glazed kid. The liver will yield anywhere from 10 to 15 gallons of oil and the dorsal fin, when dried, will bring about $2.50 among Oriental epicures.

—⊙—

The sea has a great effect in temperature; in hot climates it reduces the heat and in cold climates it reduces the cold.

—⊙—

The sea is gradually getting more and more salty.

—⊙—

Dolphins have remarkably acute hearing.

STORY YARD BUSY

Two Schooners All But Completed

ARTHUR D. STORY of Essex has a 400-ton three-masted schooner all planked that he has been at work on from time to time for several months. She is being built to no order and will be placed on the market when completed. The principal dimensions are: Overall, 160 feet; beam, 32 feet; draft, 15 feet; depth of hold, 12½ feet. The bottom planks are three-inch oak with five-inch garboards; the wales, four-inch hard pine.

On another slipway he has a very shapely fishing schooner partly planked. She is being built for O'Hara Brothers of Boston, will be commanded by Captain Dobbins and will probably engage in hand lining. The overall length is 102 feet; beam, 22½ feet; draft, 13 feet; depth of hold, 12½ feet. The oak frame is moulded seven inches and the planking is 2¾-inch oak and hard pine.

—⊙—

MACKEREL FISHERMEN'S HARD LUCK

Rough Seas Prevent Fishing

The quintette of mackerel seiners, the Constellation, Harmony, Lucia, Catherine Burke and the Squanto, which recently have been making North Sydney their headquarters, are experiencing poor luck, owing to the continued rough weather that prevails off the coast. Trips have been made every morning to the grounds, but so rough is the sea that setting of the seines was out of the question, only a few barrels being taken when they were obliged to haul and return to port for shelter. Instead of returning to port Oct. 25 with the rest of the fleet, Captain George Hamer of the Harmony kept on to sea and to the home port in Gloucester.

—⊙—

MAYFLOWER PROVES SOUND

(Continued from page 8).

Gale followed gale, some harder than others, but they put in two days with the trawl that caught 45,000 pounds of cod and haddock, and it was a man's job for Capt. Larkin to keep track of 20 dories all at the same time when they kept breaking away from the anchor buoys while waiting to under-run, and he had to chase and round them up and place them on the buoy again. This was accomplished in heavy weather and might not have been possible with a schooner without auxiliary power unless she was easy on her helm and did what she was told without any talking back or trying to have her own way about it, as fishing schooners sometimes do in quite provoking fashion.

No telling how long the Mayflower would have stayed out there all by herself had not dogfish struck in.

So Capt. Larkin started for the pier at South Boston, being a matter of 400 miles from home.

Nearing Boston waters the Mayflower fell in with a steamship bound hither and kept in her company many hours although the ship, when the snow ceased, increased her speed to engine limit. They traversed mile after mile together till the freighter slowed down to steam off and on during the night. But the Mayflower, having made her landfall unerringly, entered port and warped alongside the pier prepared to dispose of her hard-earned catch with the morning market.

She had passed through the ordeal without so much as loss of a spun yarn or a single item of gear and when the fish had been hoisted out and supplies stowed, was ready to put to sea again. And her crew swear by her as the ablest, handiest and most homelike vessel that ever kissed the brine.—Boston Herald.

—⊙—

MODUS VIVENDI

(Continued from Page 13).

named by Her Britannic Majesty; of two commissioners to be named by the President of the United States, without delay after the exchange of satisfactions of this treaty. The commission shall meet and complete the delimitation as soon as possible thereafter. In case of the death, absence or incapacity of a commissioner, or in the event of any commission omitting or ceasing to act as such, the President of the United States or Her Britannic Majesty, respectively, shall forthwith name another person to act as commissioner instead of the commissioner originally named."

Then follow six more articles, all relating to the delimitation above mentioned; that is, the determining how the three-mile line should be drawn with respect to certain islands and headlands on the coast in question. The fishing privilege clauses are next taken up.

(To be continued)

SAFETY FIRST!!

Marine Tanks

"BUILT BY CASEY"

Prevent Loss by Fire Reduce Insurance Cost

Save Waste from Leakage

SAFETY and **ECONOMY** are the two important features in building and installing marine tanks. A "Casey" Tank is built right. Fishermen never worry about fire aboard ship or danger of explosion; and a "Casey" Tank is designed to occupy the least possible space.

OIL TANKS GASOLINE TANKS WATER TANKS

PLUMBING & HEATING

J. J. CASEY

cor. Wharf & Water St. Gloucester, Mass.

MARINE PLUMBING A SPECIALTY

LOBSTER NOTES

THE LOBSTER SITUATION

NOVA SCOTIA lobster fishing started up vigorously in order to make the best possible showing for the six weeks' extension. The weather was at first favorable, and the second shipment was exceptionally large. Then two gales followed in quick succession and the fishing slowed down in consequence. There was considerable damage to gear. The opinion is that shipments from that shore will dwindle from now till the close on Dec. 15. Prices have remained steady at average figures. Little or nothing is doing in this line on the Massachusetts shore, the harbor fishermen reporting a poor season. There is nothing coming on the market from Newport or other points on the Sound.

Charlotte County, New Brunswick, began lobster fishing on the 15th inst. This section includes the island of Grand Manan, the Bay of Fundy output, where fishing is pushed with a will and generally with good results till winter sets in. Ordinarily the consignments from that quarter, coming in both by smack and rail, have a tendency to cut down the price.

—⊙—

Following are the lobster receipts at Boston from Nova Scotia up to the 10th inst., the season having opened on the first: Nov. 2, by steamer Prince George, 69 crates, sold at $26 per crate; Nov. 5, steamer Prince George, 1,011 crates, $21; Nov. 9, steamer North Land, 877 crates, $21; smack Fannie Powell, 115 crates. Gross proceeds from above sales, about $53,000.

—⊙—

Unsettled weather has somewhat interrupted lobster fishing the past week on the Maine coast. With a fair chance the catches are holding up well. Some traps were lost off the outside grounds during a heavy blow, but there has been no damage elsewhere.

—⊙—

Up till the 10th inst., live lobster receipts from Nova Scotia were 2,072 crates, amounting approximately to $51,000. Such are the proceeds of 10 days' fishing on about two-fifths of the shore of that province. If that gait can be maintained for the whole six weeks' permit, the grand total should be at least $250,000. That item, small as it is, would go toward restoring the balance of trade between the two countries. Anyhow, it swells the export page of the national ledger, and puts that much money in the pockets of the hard-working producers. And yet the Ottawa authorities had to be dragooned into granting that short season!

—⊙—

Another change in the lobster regulations for Western Nova Scotia has been gazetted. On the first of last month an order went into effect granting six weeks' fishing on the shore from Halifax to Westport in Digby County, a stretch of about 200 miles. Then arose a complaint beyond the limits on each side of that territory because the men there were not given an equal chance with their neighbors. An election campaign being in full blast, it was a point of wisdom to heed that voice of complaint. So the territory has just been extended to Digby on the west and 10 miles beyond Halifax harbor on the east.

—⊙—

PARIS WANTS LIVE LOBSTERS

A firm in Paris, France, contemplates the importation of live lobsters from Canada, but before undertaking the project, is investigating the practicability of taking the live crustaceans in tanks through the Gulf Stream. If it develops that the sudden changes in the temperatures of the water will not prove injurious to the shellfish, it is the firm's intention to start shipments next year.

The project involves the building of special carriers with twenty tons capacity. Next year, providing the scheme proves feasible, about six such loads will be taken from the east coast.

The lobster is highly prized in France, and, indeed, in every part of the world which is in a position to procure it. As far as is known this will be the first effort to ship live lobsters across the Atlantic and the experiment will be regarded with deep interest.

LOSS ON LOBSTERS

THE first shipment of live lobsters from Nova Scotia, since the extension was granted, arrived in Boston by Yarmouth boat Nov. 2, the next day after the season opened. The lot consisted of 69 crates. As the ship sailed on the very day the legal fishing began, it looked as if some of the catches had beeen previously captured and caged too long. For the most part the lobsters were light and many had their legs eaten off—which seems to tell the story. However, the stock was tolerably good, the shells being firmer than some people supposed would be the case.

The following Saturday the second installment came consisting of 1011 crates, a most unusual tally for so short a time. When the crates were opened up, it was a decided shock to those who looked on. It was the greatest count of dead stock ever delivered to Boston. The weak and the dead amounted to about one-third of the whole shipment. As lobster supplies from other sources are quite plentiful the Nova Scotia shipment at best would not have brought a high price. As it was, it is estimated that the monetary loss on the one shipment ran to something over $10,000. With ten shipments yet to come, if of equal value, the loss will run to $100,000. Thus a large percentage of the Nova Scotian fishermen's labor will be lost. Loss was not due to the soft shells.

—⊙—

A business deal of interest to lobster packers and fishermen, and to the public generally, has been put through with the purchase by Burnham & Morrill, the big lobster packers whose headquarters for the lobster fishing are at Pictou, of the lobster business of G. W. Atkins & Company, one of the most successful and best equipped of the lobster business on the Pictou shore. G. W. Atkins & Company have operated three factories, two on Caribou Island and one at Little Harbor. It is not known as yet whether Burnham & Morrill will operate all these factories.

MAINE SARDINES

CLOSE OF SARDINE SEASON

THE sardine season on the entire Maine coast comes to an end on Nov. 30, but several factories had closed long before the end of the month. The first of the 10 large canneries to close in Eastport was Factory No. 1 of the Seacoast Canning Co. and it was soon followed by the company's No. 7 factory in the southern part of the city.

Since the opening of November, fish supplies had been light in all parts of Passamaquoddy Bay, and even in the Bay of Fundy it was impossible to gather up sufficient supplies to keep one of the largest canneries running on steady time, for there are canneries in Eastport that easily handle 100 hogsheads daily during the busy season.

If there are plenty of herring many of the factory owners will continue to pack to the end, for the season has been unusually short, due to a late opening. The canning season usually starts April 15, but stocks of canned goods were in such quantity that it was deemed inadvisable to begin canning until the visible supplies showed signs of moving. Therefore, the season was delayed in starting until July. Frequently during this abbreviated season supplies of fish were so small as to prevent the factories running full time.

With less than 1,000,000 cases of 100 cans each expected to be packed on the Maine coast this year there should be far higher prices later when the market becomes more settled, and it is realized that all of the 1921 pack will be sold long before the time arrives for another opening. It is said to be good speculation for canners to remain open this month, but unless they can buy enough herring to continue running their expensive canneries an early closing is more profitable.

Some of the largest of the herring fishing motor boats owned by sardine canners of Eastport and neighboring coast towns have been hauled up or moored for the long winter, as there are plenty of small crafts yet on duty about the neighboring waters to bring in all fish being caught, and a large amount of gasoline and other fuel is being saved this month by taking off many of the largest fishing crafts which may not be again seen until late next spring in Eastport harbor.



A BIT OF EASTPORT'S WATERFRONT

Eastport is the natural shopping center for Passamaquoddy Bay folks. Thousands of Canadian and Yankee fishing crafts of various types may be seen at this frontier port on a Saturday—shopping day. The above picture shows among others the canoe-shaped craft peculiar to this section of the coast and used for trawling and hand line fishing. Over 600,000 gallons of gasoline and kerosene are distributed annually at this busy border port.

WANT OTHER FELLOWS TO CLOSE

THE situation is peculiar, in that there are some factors who unquestionably desire an early closing by other concerns in order that they may have a better chance to secure fish for themselves. The basis of this feeling is, of course, the general belief that prices are due for a sharp rise when buying begins after the holidays, and the prospects are that those who have any goods to sell at that time or later will "clean up". This, in turn, is based on the very generally known fact that the 1921 pack is probably the smallest in a quarter of a century, and the carry-over is correspondingly insignificant.

THE SARDINE PACK

Statistics compiled and recently published by the Manufacturers' Division of the Census Bureau show that the total pack of Maine sardines during the season of 1919 reached a total of 3,660,935 cases, a figure which, we venture to say, will surprise the best informed of sardine men by its size. The commonly accepted figure for an average pack has been 2,200,000 cases, but here is definite proof, if the census report is to be taken seriously, showing that the actual pack, the year after the war, was nearly double that estimate. Incidentally, it shows the rapid growth of the industry, due very largely to improved packing methods; and its value for the total worth of the product is set at $12,627,862. The detailed figures for the sardine and clam pack for the year are as follows:

Sardines

	(100 No. ¼ Cans)	
California	2,110,604	$7,604,328
Maine	3,660,935	12,627,862
Other states...	6,420	26,375
Total	5,777,959	$20,258,565

Clams

	(48 No. 1 Cans)	
Maine	74,397	$356,878
Washington ..	70,964	359,192
Other states...	12,482	58,800
Total	157,843	$772,870

—Eastport Sentinel.

FISHING SHIP NEWS

VAGRANT WANDERS INTO TROUBLE

Starts Out for Swordfish—Then Goes Astray

DETAILS of another swordfishing voyage gone wrong have just come to light, with the result that the auxiliary schooner Vagrant of Boston has been seized by the Canadian authorities as a rum runner tied up at Gabarus, Cape Breton.

The Vagrant visited Louisburg the latter part of September, ostensibly to engage in swordfishing. Finding fish scarce and learning that one of the crew knew something of the course to St, Pierre, Miquelon, it was decided to visit that part of the world. At St. Pierre a general good time was enjoyed by all, and after a visit of a few days there, it was decided to give up the voyage and start on the home journey.

After getting well to sea it was found that October had brought in rougher weather than they had experienced before since leaving home. The captain and owner took sick and wanted to make home by a land route, and as the wind was favorable it was decided to run in for Gabarus, Cape Breton, where the vessel arrived about midnight, Oct. 9.

The customs officers of Gabarus arrived by an overland route to pay their compliments to the captain and give his vessel the "once over".

The hold contained a goodly supply of fishing salt, with two solid looking bulkheads at either end. The measurements of the cabin, however, showed that it did not extend up to the aft bulkhead, which left a small compartment, not provided by Hoyle So this bulkhead was removed after a long struggle, for it was well constructed.

The first auger hole produced a sudden twitching at the throats of those standing around and gave them encouragement to carry on; and when the first plank was pried off a beautiful assortment of the choicest brands came into view—champagne, Benedictine, wines and fancy brandy —48 cases in all. This was no rough stuff. It certainly was never intended for barter along a section of the coast where the taste had been coarsened by "Africar Prince Rum." In all probability it was intended for "personal use" of some rich man whose stock had evaporated during the long, dry summer in Boston.—Bangor News.

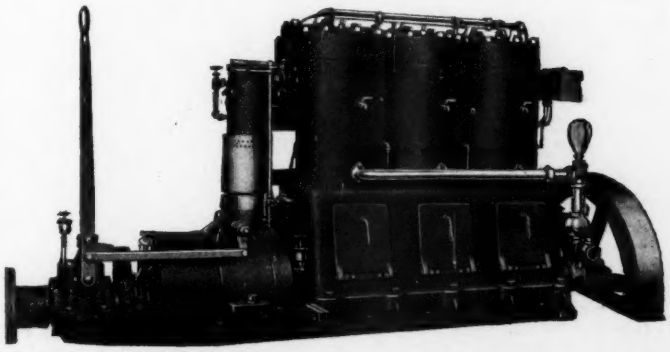
"WOLVERINE"

HEAVY DUTY MARINE ENGINES

For All Classes of **FISH AND LOBSTER BOATS,** Lighters, **Tugs, Tenders, Houseboats and Yachts**

KEROSENE { *Used Successfully over 15 years*
Device built into engine

Send for Catalog No. 135 — It is Free



WOLVERINE MOTOR WORKS

1 Union Ave., Bridgeport, Conn., U. S. A.

(Formerly of Grand Rapids, Mich.)

—⊙—

The Annapolis Royal schooner A. W. Longmire is on the marine railway for repairs and thorough painting from keel to truck. The vessel has also had an additional false keel put on, which is expected to make some improvement in the sailing of this trim fresh fisherman. While the work is being done, her skipper, Captain A. W. Longmire, is spending a few days at his home in Annapolis Royal.

KERMATH MOTORS

WILL TAKE ANY MOTOR IN TRADE ON A NEW KERMATH. GET OUR SECOND HAND LIST. KERMATH MFG. COMPANY. (Detroit, Mich.)

A TUSKET SKIPPER'S REMARKABLE FEAT

WORKING his rudderless vessel to port for a distance of 360 miles from the Banks with a dead beat all the way in, Captain Abel Doucette of Tusket, Yarmouth County, sailing the Gloucester schooner Fannie E. Prescott, ended a feat Oct. 30 when his vessel dropped anchor in Halifax harbor.

While out on the banks, in heavy weather, during which the vessel lost her outer jib, the rudder of the craft became unshipped. All efforts to replace it were futile and there was nothing else to do but to try and make port. In spite of the fact that the vessel was minus her best working sail, the outer jib, Captain Doucette, who is a young man, steered his craft to port with no other aid but the mainsail, foresail and one jib. His motor engines were broken down, otherwise he might have had less difficulty in maneuvering the craft.

She hailed for 4,000 pounds of halibut, which was landed in Halifax Oct. 31. The Prescott will go on the Dartmouth marine railway to have her rudder replaced.

—⊙—

PORTLAND HARBORS MANY CRAFT

Nearly two score of fishing boats of various descriptions were lying at Central Wharf, Portland, Oct. 20, they being packed in three or four abreast, more than half of them being Boston and Gloucester mackerel netters. Few of them had fish, the weather of the past few days being so bad that the skippers had made no attempt at fishing. Only two or three of the vessels that came in had mackerel, the Orion having 1,000 pounds, while the Eliza Benner landed about one-half that amount. Several small pods of mackerel were sighted between Cape Elizabeth and Cape Porpoise, well in shore, and hopes were entertained by the fishermen that they will remain on the coast for some time longer.

MACKEREL AT HALIFAX

Mackerel continue to be taken in Halifax Bay. A Portuguese Cove fisherman had a boatload on the Dartmouth side of the harbor Nov. 4, which he disposed of at 25 cents each. The fish were not large, only weighing about two pounds each. The mackerel taken on the Prospect shore recently have been very large, weighing as high as five pounds each. The larger fish have been shipped to Boston, where they sold as high as 22 cents per pound.

—⊙—

There are now four of the French trawling fleet at North Sydney—the Atlantic, Ocean, Champlain and the Labrador. A curious incident in connection with the first-named steamers is the fact that the father and son, respectively, are in command.

—⊙—

Steamer Sarah Weems is expected to arrive at Boston soon from New York and maintain the winter service of the Kennebec Navigation Co. between Boston and Bath.

—⊙—

Captain Almon Malloch was in Halifax with his mackerel seiner Squanto. The schooner was bound home to Gloucester, having left Halifax Nov. 4 after repairing the damage sustained by striking a submerged rock at Prospect. It was found that the vessel was leaking when she got as far as Sambro, and she returned to port before daylight the following morning.

—⊙—

Very good catches of line fish were made lately by the fishing boats off Cape LaHave, and small quantities of large mackerel have been in the nets. At present lobstering is receiving the chief attention along the coast.

—⊙—

Schooner Cavalier, Captain George Tuff, which sailed from Gloucester June 30 on a salt trawl banking trip, arrived Oct. 26, having 225,000 pounds salt cod. The Cavalier found fish scarce and the weather bad

SHARKS AND WHALES TEAR NETS

Sharks and whales raised havoc with six nets of the fishing schooner Totem, Captain Gus Doughty, during a recent trip terminated at Portland, Nov. 12. Captain Doughty stated that at least 40 or 50 sharks tore his nets to shreds and he exhibited a dozen tails of the sea cannibals as proof of prowess of his crew in warding off attacks. One net was also destroyed by a whale, so that the trip was not a huge financial success.

—⊙—

Many hundred quintals of dry fish have been purchased lately by the firm of G. E. Romkey & Co. of West Dublin from the fishermen of the villages nearby. The ruling price for dry fish is between $5 and $6 per quintal.

—⊙—

John Ford, one of the steam trawler Comber's crew, was removed to the Relief Hospital Nov. 7 on arrival of the vessel at the Boston fish pier from South Channel. Ford fell into the hold and sustained an injury to his back.

—⊙—

STATEMENT OF OWNERSHIP, MANAGEMENT, ETC.

Statement of the ownership, management, etc., of "Atlantic Fisherman," published monthly at Boston, Mass., required by Act. of Aug. 24, 1912. Editor, Arthur W. Brayley, 100 Boylston Street, Boston, Mass.; publisher, Atlantic Fisherman, Inc., 100 Boylston Street, Boston, Mass. Owners holding 1 per cent. or more of total amount of stock: D. O. Campbell, Frank Arnold, Arthur W. Brayley, Atlantic Fisherman, Inc., all of 100 Boylston Street, Boston, Mass. Known bondholders, mortgagees and other security holders holding 1 per cent. or more of total amounts of bonds, mortgages or other securities: None.

ARTHUR W. BRAYLEY, Editor.

Sworn and subscribed to before me this 1st day of October, 1921.

S. B. Harvey,
Justice of the Peace.

BOLINDERS
THE FIRST COST IS PRACTICALLY THE LAST
BOLINDER'S
30 CHURCH ST., NEW YORK

BOLINDER'S COMPANY J.K.G. TRADE MARK NEW YORK U.S.A.

MARINE ENGINES
THE MATERIAL IS THERE
COMPANY, Inc.
53 STATE ST., BOSTON

Headquarters for
GOLD MEDAL COTTON NETTING
and
A. N. & T. CO.'S LINEN GILL NETTING
BURNHAM'S COD LINES
EVERYTHING FOR FISHERMEN
Pounds, Seines, Traps, and all other appliances fitted complete in any style required.



THE LINEN THREAD COMPANY
NEW YORK
BOSTON
GLOUCESTER
BALTIMORE
CHICAGO
and
SAN FRANCISCO

AN OLD BUT UP-TO-DATE FISHING VESSEL

FOLLOWING the trend of the times, which sees a strong leaning among fishermen toward the oil burning, heavy duty engine, Captain John J. Slater, principal owner of the auxiliary schooner "Viking," of New Bedford, Mass., recently equipped his vessel with a 40-50 B. H. P. two-cylinder Bolinder engine of the direct reversible type.

The schooner "Viking" was built at Noank, Conn., in 1897, and has since twice been equipped with 25 H. P. gasoline engines. She is 48 feet in length, 16.1 feet breadth and 7.6 feet depth, being registered at 27 gross tons and 19 net tons.

While her gasoline engine equipment hardly gave her a speed of more than three miles an hour, the Bolinder oil engine when taking the vessel over a measured course in New Bedford harbor on Oct. 27th last, increased this to seven miles with a Columbian Bronze propeller, 34-inch diameter by 28-inch pitch, turning at about 440 R. P. M.

At full load the engine consumed just 3 1-3 gallons of fuel oil an hour, and at seven cents a gallon, at which price this oil now is obtainable. This, therefore, means an outlay of 3 1-3 cents a mile. Add to this the cost of lubricating oil, approximately one-seventh of a gallon an hour at about 58 cents a gallon, that is 1 1-5 cents a mile, and a total outlay of 4½ cents a mile for operating this engine at full load is arrived at.

During the course of a year these vessels log in the neighborhood of 20,000 miles, averaging two trips in three weeks, while working and running the engine about 100 hours a trip. Fuel and lubricating oils consumed during a year's activities, therefore, amount to about $900, with which there must be compared the expense of fully three times this amount to operate the gasoline-engined vessel.

Reports from Lockeport are that the fishermen are doing big work. The vessels average from 10,000 to 15,000 pounds daily. The boats are reaping a harvest. Some of them, with two men, are earning as high as $75 a day. Hanson Perry, mackerel fishing from Cape Negro Island, a few days ago stocked $100 for one night's catch.



SCHOONER VIKING

WHERE TO BUY AND SELL **MAINE PORTS** OUTFITTERS AND REPAIRERS

AGENTS HUBBARD ENGINES **I. L. SNOW CO.** REPAIRING A SPECIALTY
SHIP BUILDERS :: MARINE RAILWAYS :: BOILER MAKERS
MACHINISTS ENGINEERS
ROCKLAND Acetylene Welding of All Descriptions MAINE

Sea Products Co.
PRODUCERS OF SEA PRODUCTS OF ALL KINDS
WHARF STREET
Rockland, Maine

PENOBSCOT FISH COMPANY
Maine's Reliable Lobster Dealer
SPECIALTIES: FINNAN HADDIES and SCALLOPS
ROCKLAND, MAINE
"From the Ocean to You"

Fancy Lobsters
WITHAM BROS., INC.
Rockland, Maine.

Charles F. Guptill Co.
175 Commercial St., Portland, Me.
Jobbers of
Ship, Yacht and Boat Builders' Material
Fisherman and Motor Boat Supplies, Marine Hardware, Rope, Flags, Oars, etc.
Specialties
Roebling's Wire Rope, Cotton Duck in All Widths
Sawyer's Oiled Clothing
Acme Quality Paints and Varnishes

SAILS
BOAT COVERS
Awnings, Tents, Flags, Etc.
Prompt Service—Right Prices
LEAVITT & PARRIS
3-7 Commercial Wharf, PORTLAND, ME.

Thorndike & Hix Lobster Co.
LARGEST LOBSTER DEALERS
also
Scallops and Finnan Haddies
Boston, Mass. Rockland, Me.

STOP
For GASOLINE
ICE
WATER
at
A. C. McLOON & CO.
Lobster Dealers
ROCKLAND, MAINE

Storage for Nets and Seines Repairing Loft Connected
M. D. COBB COMPANY, Inc.
Manufacturers and Selling Agents of
NETS, SEINES, TWINES, LINES
and All Accessories for the Fishing Industry
6 Central Wharf :: PORTLAND, MAINE

Portland Sail Making Co.
SAILS and COVERS
Awnings and Tents. All Kinds of Canvas Goods
Waterproofing a Specialty
44 Portland Pier, Portland, Me.
Albert E. Waite, Mgr. Tel. 3986

ELEVEN FISHERMEN DROWN

Eleven fishermen were drowned off Hereford inlet, near Angelsea, N. J., Oct. 31, when two open boats in which they were trying to make shore capsized. Three bodies have been recovered; one boat was beached and the other was lost.

The men were employed by the Hilton & Hilton Fish Co., which is part of the Consolidated Fisheries. Two boats lashed together beat out to sea to pull up poles which held fishing nets. Captain Dunny Johnston of Anglesea was in charge of the boats with 10 men.

Fishermen believe that the lashed boats could not beat back together in the gale, that the lashings were cut from the boats that carried the poles, and that the 11 men then tried to come ashore in one boat.

The boats used in this work are 40 feet long, six or seven feet beam and have 20 horsepower motors.

—⊙—

PLOVER RESUMES FISHING

The steam trawler Plover, owned by the Deep Sea Fisheries, Inc., started Oct. 22 for the Georges Banks after the first large fare of fish which will have been brought to this port since the East Coast went into receivers' hands. The trawler will be commanded by Captain Christopher Johnson and will carry 26 men, all told. John Wentworth of Rockport is mate and Frank Radley is chief engineer. It is understood that the company will also operate the trawlers Sheldrake and Medric.

WRECK OF THE LEONORA SILVEIRA

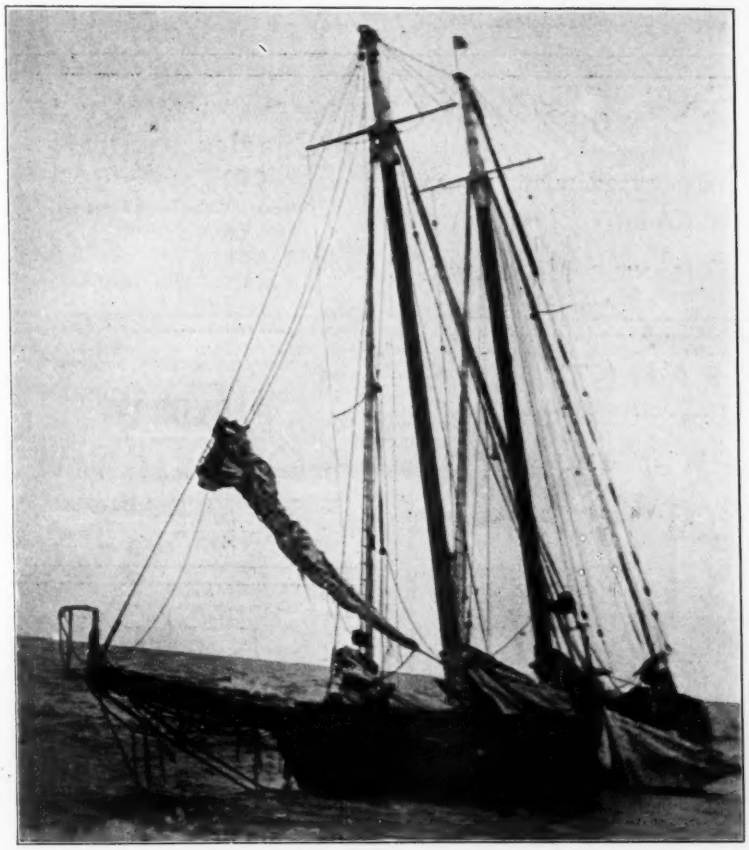
BOUND for market with 40,000 pounds of fresh fish, the Gloucester schoonor Leonora Silveira ran aground before a howling gale on Peaked Hill bar, near Provincetown, the night of November 2. Edward Muise, one of the crew of 17 men, was lost. Captain Lawrence Lawler and the remainder of the crew put in a fearful night, but came through none the worse for their harrowing experience.

Captain Lawlor had been fishing on the lower end of Georges and then went over to the South Channel. Because of bad weather he was unable to make a set and started for home. The craft was under riding sail, foresail and jumbo when she struck pretty well in shore, about half way between the buoy and Cape Cod light. Seas began breaking over the deck and the halyards were cut, allowing the sails to drop and hold the masts in if possible. Three of the crew volunteered to launch a dory, and attempt to make the shore. The vessel was then about 100 yards off. The trio had a hard time, but managed to keep the dory afloat until it touched the sand, when a breaker hit it, turning it over and over. However, the men made the shore, and immediately set out for assistance. Some hours later they sighted a light. It came from a summer house that happened to be occupied. A telephone message was put through to the coast guard station, the three men returning to the scene of the wreck by automobile.

Meanwhile, Captain Lawler and the crew clung desperately to the rigging. The tide had receded and the schooner had pounded in toward the shore quite a bit, so that it was possible to get kerosene torches from the forecastle for signal flares. These were sighted by the coast guard patrol even before the telephone message was put through, and lifesavers from the two stations raced tc the assistance of the crew.

Getting a line to the wrecked schooner was a dangerous undertaking because of the risk of hitting one or more men in the rigging. Captain William Paine, veteran commander of the Peaked Hill station, undertook to fire the shot. The aim was accurate, the line falling across the spring stay. Incidentally, the rescue of the Silveira's crew closed the long life-saving career of Captain Paine, who was to retire the following day on account of old age.

The crew were taken off in the breeches buoy, Captain Lawler being the last to leave. He was in tears for the loss of Muise and the vessel. Later Captain Lawler went aboard the craft and found that she was broken in two.



SCHOONER LEONORA SILVIERA
Hard and Fast on Peaked Hill Bar

"TANGLEFIN" GILL NETTING

MANUFACTURED FROM

Linen, Cotton and Genuine Sea Island Cotton Twines

NATIONAL NET AND TWINE CO.

EAST HADDAM, CONN. "Factory to Fishery, One Price to All"

LEADING DEALERS

GLOUCESTER

FISHERMEN'S SUPPLIES

EASTERN AGENTS

FRISCO STANDARD GAS ENGINES

"EVERYTHING FOR THE FISHERMAN"

L. D. LOTHROP & SON

FISHING EQUIPMENT

MARINE HARDWARE

BOSTON GLOUCESTER

Arthur James Fish Hooks

LOTHROP'S FOG HORNS

98%

of our readers are buyers of fishing equipment.

ATLANTIC FISHERMAN

Office Phone 1487-W

Charles R. Pratt

CONTRACTOR

Estimates Submitted on Construction Work of All Kinds

17 MAPLEWOOD AVENUE

GLOUCESTER, MASS.

Estate of BENJ. FRAZIER

SHIPSMITHS

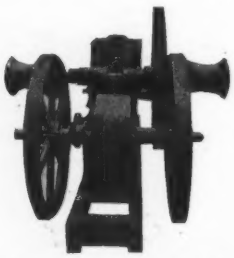
Trawl and Net Anchors

E. R. FRAZIER, Mgr.

GLOUCESTER MASS.

FAULTLESS

GASOLINE GEARED HOIST



Adapted for Seine Pursing Flounder Dragging, Vessel & Wharf Hoisting

POWERFUL — SIMPLE — COMPACT

A. P. STODDART & CO.

GLOUCESTER, MASS.

J. NORMAN ABBOTT, Treasurer

PARKHURST MARINE RAILWAYS

SHIPS REPAIRED

GLOUCESTER - MASS.

New Vessels Blocked

C. F. LUFKIN

BLOCK MAKING and REPAIRING in all its Branches

Dealer in First Quality Ash and Spruce Oars, Mast Hoops, Trawl Rollers, Etc. All Work and Prices Guaranteed Satisfaction.

Shop, 353 Main St., Gloucester, Mass.

JOHN CHISHOLM & SON

Manufacturers of

HIGHEST GRADE

Tarred Lines

Seines, Nets and Trawls

Fishermen's Supplies

35 Wharf St. Gloucester, Mass.

REPAIRING OUR SPECIALTY

Ship Stoves

Ship Closets

Installed and Repaired

J. J. CASEY Gloucester, Mass.

E. L. ROWE & SON, Inc.

Sailmakers and Ship Chandlers

28 Wharf St., Gloucester, Mass.

Gloucester Copper Paint

Henderson & Johnson Company, Inc.

Gloucester :-: Mass.

FOR DEEP SEA FISHING

USE THE CELEBRATED ESSEX STEAM TARRED LINES

KNOWN FOR OVER A CENTURY FOR THEIR SUPERIOR QUALITY

Manufactured by

MEARS IMPROVED LINE COMPANY

Factory and Line Walk: ESSEX, MASS. Office: GLOUCESTER, MASS.

LEADING DEALERS **GLOUCESTER** FISHERMEN'S SUPPLIES

J. ARTHUR WOODBURY, Net and Seine Repairer

HAS MOVED TO

WALEN'S WHARF : Foot of Water Street : Gloucester, Mass.

SCHOONER SQUANTO STRIKES

Released by Power of Own Engines

Leaking 500 strokes an hour, schooner Squanto, Captain Almon Malloch, arrived at Halifax, Oct. 29, in tow of the F. W. Roebling, coming up from Prospect, where the vessel was ashore.

Captain Malloch said he was beating into the entrance of Prospect harbor just at dusk Oct. 28 in a stiff northwester when the vessel worked too close to the eastern side, striking forward on a large pinnacle rock which was submerged. At the time it had just become dark enough to prevent picking out these dangerous spots; in fact, Captain Malloch had to grope his way in. While the bow hung to the rock there were four fathoms of water under the vessel from the foremast clean aft. The motor engines of the vessel released the craft and the F. W. Roebling, arriving just after the vessel was floated, put a line aboard and brought the vessel to port, docking her at Campbell's Wharf.

It was at ebb tide when the Squanto struck and she stayed on the rock until high water. Captain Malloch said had the wind been in the opposite direction nothing would have saved his vessel. She had no mackerel aboard, all her catches having been forwarded to Boston from Port Hawkesbury and North Sydney.

Captain Malloch said that fall mackerel fishing off the Cape Breton coast had been a miserable failure this year owing to continued rough weather.

The Squanto went on the Dartmouth marine railway for repairs.

—⊙—

LOSES SKIPPER

Loss of the captain of the fishing schooner Virginia, owned by the Saunders Fish Co. of Pensacola, was reported in a radio message received at Key West, Fla., Oct. 31. The schooner, disabled, was picked up by a steamer and towed to Tortugas. No mention was made of the crew, which normally would number 15, but the radio stated that the master had been washed overboard and lost during the hurricane.

Dealers in Duck, Cordage and Marine Accessories

Makers of Sails, Awnings, Hammocks Tents and Covers

United Sail Loft

Railway Ave., Gloucester, Mass.

We take boats directly from the builder and equip them ready for the sea
Boats Overhauled

M. J. COONEY, Manager Telephone Connection

—⊙—

Steam Trawler Roseway, Captain Hayes, returned to the South Boston fish pier Nov. 12 after having been forced to cut short a stay on the fishing grounds owing to trouble with her steering gear. Repairs will be made before the trawler makes another fishing trip. The vessel was fishing in the south channel grounds only a few days and had caught 30,000 pounds of fresh groundfish when the accident happened. The last trip of the trawler was interrupted by boiler troubles which made a hurried return to Boston necessary.

—⊙—

CHANGE OF SKIPPERS

Captain Albert Picco will now assume command of schooner Herbert Parker in the winter haddock fishery, Captain Joseph P. Mesquita, her regular skipper, having decided to remain ashore.

—⊙—

LIGHT CHANGED

Official notice has been issued that the Cape Cod Canal entrance light on gas buoy 2 is to be altered about Nov. 1 to flash red every three seconds, the flash being of three seconds' duration and of 20-candle-power.

—⊙—

LOST ON NEWFOUNDLAND COAST

The captain and crew of the schooner Effie M. Prior arrived at St. John, N. B., by the Home and left for their homes on the South Coast by Monday's express, says the St. John's Trade Review of Oct. 12. Their vessel was lost at Savage Cove, near Flower's Cove, while on the way from Labrador. She had 1,300 quintals of cod on board at the time. The vessel belonged to Burgeo and was in command of Captain Clousten.

The Prior was formerly owned at this port and a few years ago was sold to Newfoundland.

—⊙—

CAPTAIN FIRTH STRIKES HAUL

Schooner Catherine Burke, Captain Lemuel Firth, surprised the dealers at the Boston pier Nov. 2, when he tied up at the dock with 55,000 pounds of large fresh mackerel taken off Liverpool, N. S., Oct. 31.

The craft was on her way home from the bay, having given up the season with only nine barrels of salt mackerel. The unexpected school was sighted and Captain Firth after getting his trip aboard lost no time in getting to Boston.

SUPPLIES for the FISHERMAN

BOSTON

SUPPLIES for the BOAT-BUILDER



BAY STATE MARINE PAINT

IMMEDIATE DELIVERY

WADSWORTH, HOWLAND & CO., Inc.

141 FEDERAL STREET :-: BOSTON, MASS.

V. S. CROCE

Ship and House Smith

MACHINE FORGING

and General Blacksmithing

Iron Work for Derricks, Bridge Wharf and Building Work

Northern Ave. SOUTH BOSTON

Opposite to Fish Pier

FISHERY SALT

Foreign and Domestic

Water Front Warehouses

EASTERN SALT CO.

237 State Street, Boston

JACKSON CALDWELL CO.

Home Furnishers for Three Generations

Bunk Mattresses and Springs

Cabin Furniture : Boat Furniture

Linoleums

161 Meridian St., E. Boston, Mass.

Quick Service

Established 1844

Largest and Most Complete Stock of

MARINE HARDWARE

In New England

also

General Hardware and Mill Supplies

Mail Orders Filled Promptly

A. S. MORSS CO.

132 Federal St., Boston, Mass.

DAWE & NEWELL

Ship Carpenters

and

Joiners

Motor Boat and Dory Repairs

FISH PIER - - BOSTON

J. A. KRAFT

Coppersmith & Sheet Metal Worker

MARINE WORKER
SHIP PLUMBER

Welding and Brazing

9 Border St., East Boston, Mass.

Telephone: East Boston 70

We have been appointed

NEW ENGLAND AGENTS

for

DOMAN

ENGINES

BOSTON MOTOR BOAT SUPPLY CO.

100 Atlantic Ave., Boston, Mass,

Howe & Bainbridge

Cotton Duck, Cotton Fabrics, Cordage

and SHIPBUILDING SUPPLIES

220-230 Commercial St., Boston, Mass.

SHIP BALLAST

MOORING CHAINS

PIG IRON METALS

Eight Yards

Perry, Buxton, Doane Co.

214 W. First St., So. Boston, Mass.

Established 1877

DAVID W. SIMPSON

SHIP BROKER

We Buy or Sell
Vessels of All Descriptions

244 ATLANTIC AVE., BOSTON, MASS



DOES YOUR BOAT LEAK?

Send for Booklets—"HOW TO MAKE YOUR BOAT LEAKPROOF," and "MARINE GLUE—WHAT TO USE AND HOW TO USE IT." Any old boat so long as the frames are in fair condition can be made water tight by following the instructions in the above booklets. This applies to anything that floats from a dory to a schooner. Put your leak troubles up to us. We will help you to stop them.

JEFFERY'S MARINE GLUE IN ALL THE VARIOUS GRADES

For sale by all Ship Chandlers, Fisherman's Supply Houses, Paint, Oil and Marine Hardware Stores.

L. W. FERDINAND & COMPANY, 152 KNEELAND STREET, BOSTON, MASS., U. S. A.

SUPPLIES for the FISHERMAN **BOSTON** SUPPLIES for the BOAT-BUILDER

SHIP YOUR SALT FISH TO
IRVING USEN COMPANY
197 NORTHERN AVENUE BOSTON FISH PIER
HIGHEST PRICES PAID FOR CONSIGNMENTS

ARTHUR C. HARVEY CO.
STEEL AND IRON
of All Sizes and Kinds
Heavy Hardware Chains
BOSTON, MASS.
LARGEST DEALER'S WAREHOUSE IN UNITED STATES

EUGENE LE BLANC
Ship Joiner, Carpenter and Jobber
FISH PIER - - BOSTON

Edward Preble
Ship and Yachtsmith
103 Sumner Street,
EAST BOSTON, MASS.

CRIPPLED BY STORMS

WORD comes from North Sydney, Cape Breton, of the bitter experiences of two fishing schooners in the recent gales that have raged over the North Atlantic.

The Republic, out of Gloucester, arrived at North Sydney Nov. 9 with four dories missing and the remaining four smashed to a state of worthlessness. She was out halibutting on the Grand Banks when the gale sprang up, the most ferocious that the skipper, Captain Dunsky, had ever experienced. The Republic had 4000 pounds of halibut which were discharged. After necessary repairs she will proceed to the Banks.

The Yarmouth schooner, Louis H. Smith, limped into North Sydney harbor on Nov. 9, with nearly all of her dories washed overboard or smashed to splinters, and with stanchions and bulwarks damaged. Scarcely a sail was left untouched by the fury of the gales. Everything of a movable nature on the deck of the Smith was carried away. Cabin and wheelhouse suffered, and considerable of her canvas was reduced to ribbons.

SEEK $34,637 DAMAGES

Damages aggregating $34,637 are sought in a bill in equity filed in the Federal district court Nov. 7 against the Shipping Board steamer Magun-cook for the sinking of the fishing schooned Edmund F. Black on Georges Banks, July 6, 1919.

The value of the schooner was placed at $20,000. Profits of $10,000 from swordfish on board were anticipated. Asmond Lewis, a member of the crew, was drowned.

ATTACKED BY HAWK

The crew of schooner Dawn, Captain John Atwood, which arrived at the South Boston fish pier recently, told of a fight with a huge hawk by Jacob Atwood, one of the crew. The big bird alighted in the rigging when the schooner was 80 miles from shore. Atwood climbed aloft to capture the bird, but it attacked him in such a furious manner that he was obliged to kill it with a club.

—⊙—

Better results are being obtained on the Monroe Island scallop beds. The fishermen are now receiving $3 a gallon. It is reported that a large bed has been discovered near Noank, Conn., but these are small scallops and not the superior kind that resticate in Penobscot Bay.

SLOOP HARVESTER FOUNDERS

In a recent heavy gale the Rockland fishing sloop Harvester broke from her moorings and went ashore on Brimstone Ledges, off Vinalhaven. John Mendell, Frank Perry and Florence DeCosta, all of Rockland, who comprised the crew, launched the dory, and after being up against extreme peril for five hours, managed to effect a landing on Little Brimstone, where they were without food and water for two days. Later they rowed against a strong tide and heavy northwest wind to Vinalhaven.

The sloop, valued at $1,500, as well as about 2,000 pounds of fresh fish, was a total loss. Mr. Mendell was the owner.

GALE .DAMAGES .GLOUCESTER HALIBUTER

The Gloucester schooner Morning Star arrived at Portland recently with only about 10,000 pounds of halibut and 25,000 pounds of salt cod. She was obliged to cut her trip short on account of damage received during the heavy weather that has recently prevailed on the Grand Banks. The craft had her foresail torn to pieces and one jib carried away along with the jumbo stay, while both fore and main gaffs were broken. Her salt fare was taken to Gloucester.

—⊙—

Captain Dunsky of the Gloucester schooner Republic, which arrived at North Sydney with sails torn and devoid of dories, is at a loss to know why the express charge on a new dory from Gloucester is $39. The boat costs $34 at the latter place, and by paying the express charge brings the total cost for each up to $73. "I could," says Captain Dunsky, "only a few years ago buy a new dory at Lunenburg for $12—there must be money in the express business." However, the Gloucester fish killer will buy his dories in North Sydney.

FISHING EQUIPMENT **NEW BEDFORD — FAIRHAVEN** WHERE TO BUY

ESTABLISHED 1910

HATHAWAY MACHINERY

— FOR —

BEAM TRAWLING POWER FISHING

WOLVERINE OIL ENGINES HATHAWAY HAULING CLUTCH

HATHAWAY MACHINERY COMPANY

NEW BEDFORD, MASS.

Valentine's Machine Shop

Established Over Thirty Years

FAIRHAVEN, MASS.

ENGINE REPAIRING

(Steam and Gasoline)

D. N. KELLEY

FAIRHAVEN, MASS.

MARINE RAILWAY

We cater to Fishermen up to 100 tons on all kinds of marine work

Large Storage Facilities

Best Equipped Yard in Southern Massachusetts

American Copper Paint

Old Style Copper Paint

either in

Red or Brown Color

New Bedford Copper Bronze

Manufactured by

George Kirby Jr. Paint Company

New Bedford, Mass.



Marine Railways

Pierce & Kilburn

NEW BEDFORD

MASS.

TRAWLER'S ROUGH PASSAGE.

During the height of the storm of Nov. 1, the French steam trawler, Ocean, one of the largest of the fleet, made her way into North Sydney harbor, and berthed at the Scotia ore pier. The sturdy craft passed through all the violence of the storm, and for two days the crew were unable to put a fire in the galley stove, so tempestuous were the waves that swept continuously the vessel from stem to stern. The crew were, therefore, obliged during all that time to make the best they could of their meals.

(Needless to say, she did not carry a Shipmate Range.—Adv.)

—⊙—

Motor Craft Polyana, which has been tied up at Commercial Wharf, Halifax, for some time, is going to Yarmouth to engage in lobster operations for the Halifax firm of Simpson, Roberts & Co., Ltd.

A well-known landmark on the Nova Scotia coast, the church at Prospect, was burned to the ground a few weeks ago and is being much missed by mariners as well as causing some confusion. The Prospect church stood on high ground in the center of Prospect village for many years, and mariners coming along that part of the coast always looked for it and gauged their position accordingly. Not knowing that the church was not there the captain of a tug bringing a schooner from the westward to Halifax quite recently was subject to several days' delay. Mariners would do well to bear this in mind.

—⊙—

Boston fishing boat A. L. Mills became disabled Oct. 30 by engine trouble, two miles off Sandwich, and signalled the coast guard station for assistance.